

# Orange Line Extension Project Scoping Report

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# Section 1

## Introduction

### 1.1 Overview

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Orange Line, a heavy rail transit line, to connect Midway Station at the Midway International Airport to Ford City. CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental effects of constructing and operating the proposed extension. FTA is the federal lead agency and CTA is the local lead agency.

The Orange Line opened in 1993, providing service to the southwest side of Chicago and Midway International Airport. The original project proposal was for the southern terminal of the Orange Line to be located in the vicinity of the Ford City Mall. Due to funding limitations, the terminus was shortened to Midway Airport. The regional long range transportation plan developed by the Chicago Metropolitan Agency for Planning (CMAP), has included an extension of the Orange Line since the early 1990s.

In 2008, CTA and the Federal Transit Administration (FTA) began the Alternatives Analysis (AA) process, for the proposed Orange Line Extension. The Orange Line Extension project has completed an Alternatives Analysis (AA) and conducted early scoping on the potential range of alternatives. The results of that study may be found in the Locally Preferred Alternative Report (CTA 2009) and which is incorporated here by reference. The AA provides the reasoning for decisions regarding the identification and narrowing of the range of alternatives. The AA process identified an initial set of four corridors and eleven transit modal technologies. The process screened these options into a set of four conceptual alternatives that potentially met the project purpose. These alternatives were screened against criteria related to constructability, right-of-way constraints, impacts of configurations, and operational concerns. This screening step narrowed the range of alternatives to three build alternatives and a no build alternative and a transportation system management (TSM) alternative. These alternatives were screened against the goals, objectives, and evaluation criteria established for the project. In addition, input from stakeholders, the public, and agencies was solicited in the process of narrowing the range of alternatives. The AA process resulted in the identification of a locally preferred alternative (LPA), the No Build Alternative, and a TSM Alternative that will be carried forward into the DEIS. A Locally Preferred Alternative (LPA) was identified through the AA process and designated by the Chicago Transit Board in August 2009.

The study of the Alternative Analysis is situated about 10 miles southwest of the Chicago Central area (commonly referred to as the “Loop”) and encompasses approximately four square miles. The boundaries of the study area are 59<sup>th</sup> Street on the north, 79<sup>th</sup> Street on the south, Pulaski Road on the east, and Laramie Avenue on the west. Chicago Midway Airport is located in the northwestern portion of the study area.

The study area boundaries are major, recognizable streets, used to clearly define where possible alternatives would be considered. However, travel patterns and analysis beyond the study area



are integral components to the study and are included as necessary.

The study area encompassed parts of three community areas within the City of Chicago, along with portions of the Village of Bedford Park and the City of Burbank. Chicago community areas include portions of Ashburn, Clearing, and West Lawn. The study area is highly developed, with significant residential (primarily single family), industrial, transportation and commercial (retail and office) development.

The EIS will evaluate the LPA along with a No Build Alternative, and a Transportation System Management (TSM) Alternative developed during the AA process. Subsequent to the completion of the AA process, FTA and CTA initiated the public and agency NEPA scoping to obtain input on the scope of the EIS. The Notice of Intent (NOI) identified the three alternatives carried forward from the AA for evaluation. This report summarizes the results of the NEPA scoping process.

The Draft EIS (DEIS) will build upon the AA studies and form the basis for performance of Preliminary Engineering and preparation of a subsequent Final EIS. One of the primary purposes of scoping is to identify possible environmental impacts of the project, and eliminate proposed alternatives with substantial environmental impacts from further analysis. Transit improvements on the southwest side could be financed with a mix of local, state, federal New Starts, and other federal funds. Accordingly, the project will be executed in compliance with current FTA Section 5309 New Starts guidelines, and all environmental documents will satisfy NEPA requirements.

## **1.2 Project Area**

The proposed project area is located about 10 miles southwest of the Chicago Central Area (commonly referred to as the “Loop”). The limits of the project area are from 59th Street on the north to 79th Street on the south. Midway International Airport is located in the northwestern portion of the project area.

The project area includes parts of the community areas of Ashburn, Clearing, and West Lawn within the City of Chicago, and is adjacent to the Village of Bedford Park and the City of Burbank. The project area is highly developed, with significant residential (primarily single family), industrial, transportation and commercial (retail and office) developments.

## **1.3 Alternatives**

The Orange Line Extension EIS will include an evaluation of a No Build Alternative, a Transportation System Management Alternative, and a Fixed Guideway Alternative which is the Locally Preferred Alternative (LPA). These alternatives are briefly described below.

### **1.3.1 No Build Alternative**

The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements. Committed transportation improvements include projects that are already in the Chicago Metropolitan Agency for Planning (CMAP) financially constrained Transportation Improvement Program (TIP). The Orange Line project area has one road



improvement project included in the FY 2007 – 2012 TIP; the Cicero Avenue Smart Corridor Project from 37<sup>th</sup> Street to 63<sup>rd</sup> Street.

Bus transit service under the No Build Alternative would be focused on the preservation of existing services and projects. The transit network within the project area is projected to be substantially the same as it is now. All elements of the No Build Alternative are included in each of the other alternatives.

### **1.3.2 Transportation System Management (TSM) Alternative**

The TSM Alternative is Bus Rapid Transit (BRT) that would operate west on 59<sup>th</sup> Street from the 59<sup>th</sup> Street Midway Station bus terminal to Cicero Avenue, and then south on Cicero Avenue from 59<sup>th</sup> Street to approximately 76<sup>th</sup> Street. Proposed BRT service would operate in mixed traffic with traffic signal priority on the Cicero Avenue segment.

The TSM Alternative is 2.3 miles long and would not include any intermediate stops. There would be no exclusive bus lanes along the Cicero Avenue portion of the route. A new park and ride facility would be constructed at the proposed terminal stop at approximately 7600 S. Cicero. Bus route 67 67<sup>th</sup>/69<sup>th</sup>/71<sup>st</sup> would be re-routed to terminate at the new Ford City Station.

### **1.3.3 Locally Preferred Alternative (LPA): Fixed Guideway Alternative**

The proposed LPA would operate partly in a trench and partly at-grade along the Belt Railway Company (BRC) of Chicago right-of-way between the existing Midway station and approximately 6400 south, where it would transition to an elevated structure above Marquette Road. It would travel under 59<sup>th</sup> Street and 63<sup>rd</sup> Street allowing those cross streets to remain open to traffic. It then would veer to the southwest over the BRC Clearing Yard and then continue south on an elevated structure along Cicero Avenue to a new terminal station located on Cicero Avenue at approximately 76<sup>th</sup> Street.

#### **Summary:**

- Transportation improvements that are already in the CMAP Fiscal Year 2007-2012 TIP as described in the No Build Alternative
- Heavy rail transit line extension from Midway Station to a new Ford City terminal station
- 2.3-mile extension with no intermediate stops (conceptual alignment design allows for one future station in the vicinity of the elevated structure at Marquette Road)
- Park & Ride facility and improved bus terminal at new proposed terminal station at approximately 76<sup>th</sup> Street
- Pace buses from the south will continue to directly serve Midway Station
- Bus route 67- 67<sup>th</sup>/69<sup>th</sup>/71<sup>st</sup> re-routed to terminate at the new proposed Ford City terminal station

Two alignment options along Cicero Avenue to 76<sup>th</sup> Street will be studied in the EIS:



1. An alignment above the median of Cicero Avenue (recommended to reduce property acquisition costs and impacts to existing businesses); and
2. An alignment located directly east of the Cicero Avenue right-of-way.

## **1.4 Summary of Purpose and Need**

The purpose of the Orange Line Extension project is to improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses, support the area's ongoing economic development efforts, and strengthen the competitiveness of transit in the reverse commute market.

The need for the project is based on the following considerations:

- Access to the Orange Line is currently constrained by limited parking availability.
- Access to the Orange Line by bus or auto is unreliable due to congestion approaching the existing terminal station.
- Few uncongested roadways are available to access the current Orange Line terminal because of wider than usual arterial street spacing, which limits mobility for residents and businesses.

## **1.5 Project Participants**

The project participants include FTA, CTA, and CTA's consultants. CTA's consultants include the CWC Transit Group and CWC's subconsultants. The Federal Highway Administration (FHWA) has been identified as a cooperating agency. Other project participants include federal, state, and local participating agencies identified in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) 6002. Participating agencies have been identified and are listed in Appendix C.

## **1.6 Purpose of Report**

The following report summarizes the public participation process for, and the public comments resulting from, the Orange Line Extension public scoping meetings and comment period. The process of determining the scope, focus, and content of an EIS is known as "scoping." Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.



## Section 2

### Scoping Process

#### 2.1 Early Scoping Activities

In 2008, CTA and FTA began the Alternatives Analysis (AA) process, for the proposed Orange Line Extension. As part of a two step screening process, CTA held two public meetings between 2008 and 2009 in order to help define the purpose and need and identify a range of reasonable alternatives. This AA process is an early public scoping process and was conducted consistent with the Federal Transit Administration's (FTA) guidelines.

Early scoping included a series of two screening evaluations and public outreach efforts. The first step, Screen 1, included meeting with stakeholders and elected officials followed by one public meeting. The public meeting was held on August 19, 2008. A total of 100 persons attended the public meeting and 10 representatives of 7 organizations attended the stakeholder briefing held prior to the public meetings.

The second step, Screen 2, again included a stakeholder briefing, followed by a public meeting. The public meeting was held on April 22, 2009. A total of 50 persons attended the public meeting, and 6 representatives of 5 organizations attended the stakeholder briefing held prior to the public meetings.

##### Screen 1

- August 19, 2008 - public meeting

##### Screen 2

- April 22, 2009 - public meetings

During early scoping, CTA evaluated four alternatives, and in August 2009, the Chicago Transit Board designated the Fixed Guideway Alternative as the Locally Preferred Alternative (LPA) for further study in the EIS. The LPA was chosen, in part, due to agency participation and public participation through review and comments.

#### 2.2 Draft Environmental Impact Statement (DEIS) Scoping Activities

In accordance with NEPA, CTA and FTA have initiated the environmental review process for the Orange Line Extension. An EIS will be prepared to identify impacts related to project construction and operation. As part of the initial phase of the environmental process, a public scoping meeting was hosted to receive public comments on the alternatives and issues that should be examined as part of the environmental analysis. The public meeting is also a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act:

A Legacy for Users (SAFETEA-LU), which requires project proponents to provide opportunities for public participation in transportation decision-making. The process of determining the scope, focus, and content of an EIS is known as "scoping." Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.



### **2.2.1 Public Participation Plan**

NEPA and SAFETEA-LU require project proponents to provide opportunities for public participation in transportation decision-making. In order to meet the requirements of these two Acts, a Public Participation Plan (Appendix A) was developed to guide CTA through a comprehensive public participation process for the Orange Line Extension EIS scoping phase. The plan includes public participation goals, strategies to engage the public, key audiences to be addressed and the plan for notification and outreach for the scoping phase of the project. The Public Participation Plan that is included in Appendix A was developed specifically for the scoping process and will be updated to address outreach needs for the release of the Draft Environmental Impact Statement.

### **2.2.2 Coordination Plan**

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established an environmental review process for transit projects that has now been included in Section 139 of Title 23 of the U.S. Code. Section 139 directs agencies to prepare a plan for coordinating public and agency participation and comments in the environmental review process for a project. The coordination plan describes how the lead agencies will provide opportunities for input from both the public and other agencies. The Coordination Plan includes the Public Participation Plan described above in Section 2.2.1.

## **2.3 Initiation of Scoping - Notice of Intent (NOI)**

FTA published the NOI in the Federal Register on September 1, 2009. The publication of the NOI is the official federal notification of the agency's intent to prepare a DEIS. The NOI included notification of the dates and locations of the agency and public scoping meetings, the public comment period, as well as a description of the project purpose and need and alternatives. The NOI initiates the NEPA scoping process. A copy of the NOI is in Appendix B. Comments were accepted by CTA from the date of publication of the NOI in the Federal Register (September 1, 2009) through October 27, 2009. This provided a public comment period of 57 days.

## **2.4 Agency Scoping**

### **2.4.1 Participating Agencies**

Participating agencies can be Federal, State, tribal, regional, and local government agencies that may have an interest in the project. In accordance with SAFETEA-LU Section 6002 requirements, CTA, in coordination with the FTA, prepared and mailed participating agency invitation letters to 81 agencies with a potential interest in the project in September 2009. The identification of potential participating agencies built on the list of agencies identified through the AA process.

The responsibilities of these agencies include, but are not limited, to:

- Participating in the NEPA process starting at the earliest possible time, especially with regards to the development of the purpose and need statement, range of alternatives, methodologies, and the level of detail for the analysis of alternatives.
- Identify, as early as practicable, any issues of concern regarding potential environmental



or socioeconomic impacts of the project.

- Participate in the issue resolution process, described in the Coordination Plan.
- Provide meaningful and timely input on unresolved issues.
- Participate in the scoping process.

Accepting the designation as a participating agency does not indicate project support and does not provide the agency with increased oversight or approval authority beyond its statutory limits.

Participating agencies for the project are listed in Appendix C and include federal, state and local agencies with an interest in the project because of an overlap in their area of jurisdiction or some specialized knowledge of potential project effects. Invited federal agencies automatically become a participating agency unless they decline the invitation in writing, while local and state agencies must accept the invitation. The final list of participating agencies then includes federal agencies that both accepted and did not decline as well as state and local agencies that accepted the invitations.

Agencies were given 30 days from the date of the letter to respond. Agencies may also request to be added at any time during the process. Appendix D contains two sample invitation letters; one that was sent to federal agencies and tribes and one that was sent to state, regional, and local agencies.

#### **2.4.2 Cooperating Agencies**

Cooperating agencies are, by definition in 40 CFR 1508.5, federal agencies with jurisdiction, by law or special expertise, with respect to any environmental impact involved in the proposed project. A state or local agency of similar qualifications may, by agreement with the lead agency, also become a cooperating agency. The cooperating agencies are by definition participating agencies as well, and while the roles and responsibilities of both are similar, the cooperating agencies have a slightly greater degree of authority, responsibility, and involvement in the environmental review process.

The Federal Highway Administration (FHWA) has requested to become a cooperating agency for the Orange Line Extension project because a portion of the proposed route extends along Cicero Avenue which is also State Route 50. Alterations to state highways may require FHWA action.

#### **2.4.3 Agency Scoping Meeting**

One Agency Scoping meeting was held as follows:

Time: Thursday, September 24, 2009, 1:30 P.M.

Location: CTA Headquarters, Conference Room C  
567 W. Lake Street  
Chicago, IL 60661



Attendees: 14, representing the following agencies and jurisdictions (sign-in sheet included in Appendix E):

- Federal Aviation Administration
- Illinois Department of Transportation (IDOT)
- Illinois Secretary of State Office
- Metra
- Pace
- Village of Bedford Park
- City of Chicago, Department of Community Development
- Chicago Housing Authority
- Chicago Department of Aviation
- Chicago Department of Transportation (CDOT)
- City of Chicago, Streets and Sanitation
- Chicago Department of Environment

CTA hosted and presented the meeting with FTA present to observe. The meeting included a PowerPoint presentation similar to the one shown at the public scoping meetings and described in Section 2.5.4.1 with some additional information on the AA process.

#### **2.4.3.1 Agency Scoping Meeting Comments**

The topics addressed in the question and answer session included:

- Coordination with other service providers.
- Effects on Pace bus routes, access, and connections.
- Potential street closures related to construction.
- Potential effects on street lighting.
- Potential effects on Cicero Avenue bridge over the rail yard.
- Height of elevated track and potential effects on aviation.
- Potential for noise impacts.
- A discussion of CDOT property that could potentially be used for the project.

The agency scoping meeting minutes are included in Appendix E.

## **2.5 Public Scoping**

Public scoping is an important element in the process of determining the focus and content of an EIS. Scoping helps to identify the range of actions, alternatives, environmental effects, and mitigation measures to be analyzed in depth, and helps eliminate from detailed study those



issues that are not pertinent to the final decision on the proposed project. Scoping is an effective way to bring together and address the concerns of the public, agencies, and other interested parties.

Notification of the public scoping meeting was completed via several forms of media as described further in this section. This outreach was in addition to the official notice published in the Federal Register. One public scoping meeting was held on September 21, 2009 as described in Section 2.5.4.

### **2.5.1 Notification Database**

CTA maintained and updated the stakeholder database developed during the AA study to track interested individuals and groups. To the extent possible, CTA includes mailing addresses as well as email contact information on the database.

The database includes those who participated in the early scoping AA process by attending a meeting or providing comment during the process.

In addition to those identified through the AA process, the notification database was expanded to include residents and businesses adjacent to the proposed build alternative alignment. Addresses for businesses and residences on parcels either immediately adjacent to the proposed alignment or separated from the alignment by a street, park, vacant parcel, or one residence, were also added to the notification database.

At the time of the scoping meetings, 498 entries were listed on the Orange Line Extension project database. A list of the public agency database entries is provided in Appendix F.

### **2.5.2 Public Notification Activities**

In order to engage the public to participate in the environmental review process and attend the scoping meeting, some basic strategies were used including: 1) make it easy to participate, 2) provide easy-to-understand information that helps people provide informed scoping comments and 3) provide multiple ways to obtain information and provide comment and ensure stakeholders are aware of the planning process and are shown how public input will be used.

Invitations were mailed directly to people on the project mailing list and e-blast invitations were sent to the e-mail distribution list. Newspaper display ads were placed in a total of 9 publications, transit cards were placed on public transit and flyers were placed at strategic locations in the project area. Additionally, a project web page was developed to provide all of the project information and pertinent scoping information.

#### **2.5.2.1 Direct Mail Notice**

Scoping meeting invitations were mailed on September 1, 2009 to a list of 498 entries that included elected officials, government agencies (including local agencies not described in Agency Scoping discussion in Section 2.4), tribes, general interested persons, businesses, organizations, neighborhood associations and property owners adjacent to both sides of the proposed build alternatives routes. The notice provided information on scoping, the alternatives, how to provide a comment, and the public scoping meeting information. The



mailed invitation included information in English, Spanish and Polish. (Appendix G).

#### **2.5.2.2 Transit Cards**

In order to reach a large audience of transit riders, “transit cards” or “car cards” with the public scoping meeting information were placed in various buses and stations in the project area. (Appendix G) Approximately 411 transit cards were distributed on September 4, 2009 for posting at all Orange Line stations and on bus routes originating from the Archer Garage.

#### **2.5.2.3 E-mail Notification**

An invitation e-mail was created that included information on the public scoping meeting and how to provide comments. The e-mail was sent to approximately 210 addresses on September 5, 2009. A copy of the email notification is included in Appendix G.

#### **2.5.2.4 Newspaper Advertisements**

To invite the public to the scoping meeting and notify individuals about the comment period, display advertisements for the scoping meetings were placed in nine newspapers within the project area. Newspapers were selected based on their geographic focus, language needs, and audited circulation numbers. Display ads ran during the week of September 8, 2009 through the week of September 18, 2009. Ads were placed in different papers on different days of the week throughout the notification period. Ads were placed in the two papers with the largest circulation twice, running a week apart. In addition, a legal notice was placed in the Chicago Tribune on September 8, 2009. The display ads and legal notice are included in Appendix G.



Table 2-1. Newspaper Display Advertisements

Newspaper	Ad Size	Geographic Coverage	Language	First Ad Date	Second Ad Date
Chicago Sun-Times	1/4 page	Region	English	Tues, 9/08/09	Tues, 09/15/09
Hoy	1/4 page	Citywide	Spanish	Fri, 9/11/09	--
RedEye	1/4 page	Citywide	English	Wed, 9/09/09	--
La Raza	1/4 page	Citywide	Spanish	Sun, 9/13/09	--
Chicago Tribune - City and SW Zone	1/4 page	City, SW suburbs	English	Fri, 9/11/09	Fri, 9/18/09
Southtown Star	1/4 page	S. Suburbs	English	Sun, 9/13/09	--
Southwest News Herald	¼ page	South	English	Fri, 9/10/09	--
Southwest Shopper	½ page	South	English	Tue, 9/08/09	--
Clear Ridge Reporter	¼ page	South	English	Wed, 8/09/09	--
Legal Notice: Tribune	N/A	Region	English	Tue, 9/08/09	--

Source: CWC Transit Group

#### 2.5.2.5 Project Web Site

A project web site, [www.transitchicago.com/orangeEIS/](http://www.transitchicago.com/orangeEIS/), was developed for the Orange Line EIS. The site includes information about the project, the environmental review process, and the scoping information. The site also included information about how to submit scoping comments and who to contact for additional information. The web site prominently featured the dates and times of the public scoping meeting, as well as links to directions using public transit to access the meeting location. Website content included the scoping booklets, presentations made at the public scoping meeting, and other information of interest to the public from the AA process. The website will continue to be updated at key milestones. Some materials posted to the website were translated into Spanish and Polish.

#### 2.5.2.6 Additional Outreach During Public Scoping Period

In order to maximize the coverage of the outreach effort for the scoping meetings, a media release (Appendix G) was sent to local press outlets, meeting announcements were posted on local on-line community calendars, and flyers (Appendix G) were put in key locations around the area. The meeting announcement was distributed to the following village hall and library locations:

- Village of Bedford Park
- Village of Bridgeview
- Village of Burbank
- Village of Evergreen Park



- Village of Forest View
- City of Hometown
- Village of Oak Lawn
- Village of Stickney
- Village of Summit
- Archer Heights Branch Public Library
- Bedford Park Library
- Bridgeview Public Library
- Brighton Park Branch Public Library
- Gage Park Branch Public Library
- Garfield Ridge Library Branch
- Oak Lawn Public Library
- Sherman Park Branch Public Library
- Stickney/ Forest View Public Library
- Summit Public Library
- Thurgood Marshall Branch Public Library
- West Lawn Library Branch
- Wrightwood-Ashburn Branch Public Library.

#### **2.5.2.7 Limited English Proficiency Analysis**

A fundamental requirement of NEPA is communication with local citizens who could be affected by a project. This means that informational materials should effectively communicate to everyone in a project area. Historically, Chicago has been home to a significant number of people of Polish descent, from first generation immigrants to those whose families have lived in the area for many years. The City of Chicago, as well as nearby suburbs, continue to be home to a large Polish-speaking population. To ensure this population was included in public outreach materials and meetings, an analysis of the Orange Line study area was undertaken.

Using US Census 2000 data, as summarized in “The Polish Community in Metro Chicago” published by the Polish American Association, it was determined that the Orange Line study area covers the following Chicago community areas and municipalities with a high percentage of person of Polish ancestry:

- Clearing (Chicago Community Area 64) – 29.5% Polish ancestry
- West Lawn (Chicago Community Area 65) – 17.5% Polish ancestry
- Bedford Park (Village) – 19.6% Polish ancestry
- Burbank (City) – 30.3% Polish ancestry



Approximately 30% of Polish foreign born persons speak English poorly or not at all, and approximately 40% of those with Polish ancestry speak Polish at home. Based on this analysis, scoping materials were provided in Polish and a Polish translator was available at the public scoping meeting.

### **2.5.3 Elected Official and Stakeholder Briefings**

There were no briefings with elected officials or stakeholders held on the Orange Line Extension project during the scoping process. Meetings were held with stakeholders during the alternatives analysis screening process.

### **2.5.4 Public Scoping Meeting**

CTA hosted one public scoping meeting to inform the public about the project and gather input on the scope of the environmental studies, draft purpose and need, and alternatives to be evaluated. The meeting was conducted in compliance with NEPA guidelines, and was held at Hancock College Preparatory High School located at 4034 West 56<sup>th</sup> Street in Chicago. This location is within the project area, accessible by public transit, and ADA compliant. The scoping meeting was set approximately five weeks in advance of the end of the public comment period on October 27, 2009.

For the convenience of all attendees, bus lines to and from the meeting sites were publicized on some notices and on the website. In order to provide the greatest opportunity for community participation, meetings were scheduled in the early evening on weekdays.

A total of 53 people signed in at the meeting. There may have been a few additional attendees at the meeting who did not sign in. Approximately 17 people provided verbal and/or written comments at the meetings. An additional 22 comments were received via letters, email, and mailed comment cards throughout the public scoping period.

#### **Meeting:**

Time: Monday, September 21, 2009, 6:00 to 8:00 p.m.  
Location: Hancock College Preparatory High School  
4034 West 56<sup>th</sup> Street  
Chicago, IL 60629  
Attendees: 53 people signed in  
Comments: 11 verbal, 6 written

#### **2.5.4.1 Public Scoping Meeting Format**

The scoping meeting began with a 45-minute open house format. During the open house session, project team members were present at project display boards to answer questions related to the technical aspects of the project. The open house session provided attendees with an opportunity to review the project information and clarify their understanding of the project and environmental process prior to the start of the presentation and subsequent comment period. Spanish, Polish, and sign language interpreters were made available at the meeting. Following the open house period, a PowerPoint presentation was made to provide attendees with information regarding the purpose of scoping and information on the project purpose and



need, background, the recently completed AA process, and the alternatives being carried forward into the DEIS (Appendix I). Emphasis was placed on the importance of the community providing comments before the comment deadline, at the public meetings or via email, fax, or postal mail.

Following the presentation, the meeting shifted into a formal public comment session, which was recorded by a court reporter. Members of the public provided verbal comments to CTA on the scope of the EIS and the project, which were recorded in a formal transcript (Appendix K). Comments were also accepted by comment sheets at the meeting and by mail, fax, and e-mail after the meeting until the close of the comment period on October 27, 2009. The oral comment period was moderated, and speakers were asked to limit their comments to three minutes.

Those requiring translation were provided with six minutes. After the public comment portion of the meeting, the project team was again available to answer technical questions at the informational display boards until the end of the meeting time.

Agenda:

6:00-6:45 pm Open House

6:45-6:55 pm Presentation

6:55-7:55 pm Public Comments

7:55-8:00 pm Next Steps/Adjournment

#### **2.5.4.2 Public Meeting Materials**

Each meeting attendee was offered the following materials: an EIS scoping information booklet, a comment sheet, and a speaker card (Appendix H). The scoping information booklet provided a project overview and included the following sections: purpose of the EIS and scoping, environmental issues to be considered in the EIS, project overview, project alternatives, project purpose and need, public participation, how to participate in the decision-making process, and next steps. This scoping information booklet was also available in Spanish and Polish and was posted on the project web site.

The comment sheet allowed attendees to submit written comments during or after the meeting. The comment sheet was designed as a self-mailer so that individuals could easily mail comments to CTA if they needed more time to develop them after the public scoping meeting (Appendix H). The speaker card was provided for attendees to fill out and turn in before or during the public comment session if they wanted to give verbal comments. The speaker cards were provided to the hearing facilitator and names were announced to allow people to approach the microphone to make a comment (Appendix H).

Project exhibit boards were developed and used during the public open house part of the meeting. The boards included: No-Build Alternative, the Transportation System Management Alternative, the Locally Preferred Alternative, Project Purpose and Need, How to Submit Comments, How to Stay Involved, Welcome to the Meeting, Environmental Review Process, Issues Potentially Considered in the Environmental Impact Statement, Meeting Agenda, and the Project Timeline (Appendix J). Exhibit boards were also posted on the website.



## **2.6 Comments Received**

The public scoping period was from September 1, 2009 to October 27, 2009 which was greater than the 45 calendar days required by FTA rules. People were provided opportunities to comment in writing or orally at the two public scoping meetings or they could comment in writing via email, fax, or postal letter. The comment cards distributed at the public meeting were designed to facilitate return of written comments both at the public meeting and via postal mail later during the public comment period. Email comments could be sent to a project specific email address found on the project website and included in all notice materials distributed. In total, approximately 39 comments were received by the close of the public comment period. All comments received are included in Appendices K, L, and M.

At the September 21<sup>st</sup> public scoping meeting, 53 people signed in, 11 people made formal public comments and 6 submitted written comments by the end of the meeting. An additional 22 written comments were received on the Orange Line Extension project by the close of the public comment period.



## **Section 3**

### **Summary of Scoping Comments**

#### **3.1 Introduction**

CTA accepted comments on the Orange Line Extension project throughout the entire scoping period, from September 1, 2009 until October 27, 2009. Agencies, community groups, members of the public, elected officials, and other interested parties submitted an approximate total of 39 letters, emails, comment cards, and individuals' oral testimony during this period. The summary table (Table 3-1) provides a tally of the topics discussed in the comments.

It should be noted that the combined numbers of comments listed in the following subsections and the summary table will be greater than the total number of comment submissions because some commenters discussed multiple topics in their submission. Topics covered in the comments included the purpose and need, the alternatives to be analyzed in the DEIS, potential impacts and mitigation measures, and other substantive issues. This section contains a summary of comments received during the scoping period.

#### **3.2 Summary of Substantive Comments**

All comments were reviewed and categorized in an electronic database. The database contains information documenting the name of the commenter, the agency or organization the commenter represented, the method by which the comment was received, the topic categories addressed in the comment. The full text of each comment is included in Appendices K, L, and M.

The comments were largely fit into three topic categories. The major categories of comments were the project purpose and need (approximately 4 comments), the alternatives to be studied in the DEIS (including alignment options, station location options, and potential design features; approximately 24 comments), and environmental impacts and mitigation measures (approximately 23 comments). The following sections contain summaries of the comments from each major category.

Table 3-1 provides a summary of the comments received during the scoping period. Transcripts of the spoken comments submitted at the public scoping meetings and full text of all written public comments are provided in Appendices K and L. Agency comments are provided in Appendix M.



<b>Table 3-1 Comment Summary</b>			
<b>Purpose and Need</b>	Ease congestion on Cicero Avenue Ease congestion in the region Provide more transit options, specifically to Midway Airport and Chicago hotels		
<b>Proposed Alternatives</b>	<u>Support No-Build (0)</u>  <u>Support TSM (0)</u>	<u>LPA (24)</u> Support (21) Do Not Support (3)	
<b>Design Comments</b>	<u>Stations (6)</u> Stations suggested at 67 <sup>th</sup> , Marquette Road, 71 <sup>st</sup> or 72 <sup>nd</sup> , 75 <sup>th</sup> , 79 <sup>th</sup> , or Ford City Mall Extend the line with no intermediate stations	<u>Design Features (4)</u> Recycling stations Use alternative energy Lighting design to reduce light pollution Natural stormwater management Native landscaping Green roofs Bike access and parking	<u>Design Features (cont)</u> Use permeable paving Incentives for alternate fuel vehicles Adequate bus bays for Pace, CTA, Paratransit Operator facilities Passenger information Signal priority for bus access Pedestrian bridge over Cicero Ave. and/or over rail yard
<b>Other Alternatives</b>	1. Extend to Harlem Ave. 2. Extend south and east to Evergreen Plaza 3. Extend to Oak Lawn and Illinois Tollway 4. Extend south on Kostner Ave. from 71 <sup>st</sup> to 75 <sup>th</sup> 5. Extend east after Marquette toward Kostner Ave.		
<b>Potential Impacts</b>	Transportation Impacts (12) Land Acquisitions, Displacement and Relocations(4) Community and Neighborhood Impacts (8) Visual and Aesthetic Impacts (2) Noise and Vibration (5) Natural Resources (1) Economic and Fiscal Impacts (5) Safety and Security (6) Construction Impacts (3) Public Services (2)		

Note: Tallies are approximate

### 3.3 Comments Related to Purpose and Need

Most comments regarding the purpose and need for the project cited the benefits of the rail extension. In total, approximately 4 comments related to purpose and need were received. The general topics that these comments addressed were:

- Easing congestion on Cicero Avenue and in the region.
- Providing more transit options, specifically to Midway Airport and nearby hotels.



### **3.4 Comments Related to Alternatives**

An approximate total of 24 comments specifically discussed the alternatives. The majority of the comments, approximately 21, supported the Locally Preferred Alternative (LPA). Many comments simply indicated a preference for the Locally Preferred Alternative without indicating the reason for their choice. Those that did comment on reasons for supporting the LPA included benefits for businesses and travelers and the potential for congestion relief among the reasons for their support. Three comments opposed the extension citing noise, the proximity to backyards and to business. A few comments mentioned other alignments. There were no comments specific to the no build or the TSM alternative.

#### **3.4.1 Locally Preferred Alternative (LPA)**

Approximately 21 comments were received expressing a preference for the LPA. Comments on this alternative included:

- Potential to enhance neighborhoods by easing congestion and providing more transit options.
- Potential to be beneficial to the environment.
- Potential conflict with FAA airspace at 67<sup>th</sup> Street (also known as Marquette Road in study area).
- Potential to increase litter and crime around the stations.
- Potential to increase congestion on Cicero Avenue and around the stations.
- Potential construction effects.
- Potential noise and vibration impacts.
- Potential impacts to parking around the stations.
- Potential to increase rodent problems.
- Concern about the cost.
- Potential disruption to the neighborhood and quality of life.

#### **3.4.2 Station Locations and Connections**

Approximately six comments suggested station locations and connections that the Orange Line Extension could make. The comments pertaining to station locations and connections included:

- Extend line to Ford City with no stations in-between.
- A station at 67<sup>th</sup> Street, 71<sup>st</sup> Street, 75<sup>th</sup> Street and Ford City Station.
- A station at 67<sup>th</sup> Street to benefit area residents, college students and seniors that live at 67<sup>th</sup> and Cicero Avenue.
- A connection to Ford City Mall.
- A station between Midway and Ford City.
- A station at the shopping mall at 79<sup>th</sup> Street.



- A station at 67<sup>th</sup>, 71<sup>st</sup> and 75<sup>th</sup> streets.
- A station at 72<sup>nd</sup> Street and Cicero Avenue.

Two comments referred to station locations outside the study area:

- A station in Chinatown.
- A station between 35<sup>th</sup> Street and Archer and Western.

### **3.4.3 Other Alignments**

CTA received approximately 17 comments suggesting alignments for the Orange Line Extension other than the LPA Alternative. A number of these comments were related to additional stations which are listed above in section 3.4.2 and several comments suggested that the extension should be longer than is proposed. Suggested alternative alignments included:

- Extend line further south than Ford City and east towards Western, offering service to/from Evergreen Plaza
- Extend line to Harlem Avenue rather than Ford City.
- Extend line south on Cicero Avenue to Oak Lawn and to Illinois Tollway.
- Extend line directly southbound on Kostner Avenue from 71<sup>st</sup> Street to 75<sup>th</sup> Street.
- Extend line east after Marquette Street toward Kostner Avenue.

### **3.4.4 Design Features**

Approximately four comments were submitted suggesting additional design features to be taken into consideration. Suggestions regarding design features were primarily related to issues of sustainability. These features include the following:

- Recycling opportunities at stations and parking areas.
- Alternative energy options including solar, solar thermal, wind and more to provide electricity and heating/cooling.
- Solar arrays (on rooftops and large expanses) to return energy to the grid.
- Downward facing lighting to reduce light pollution.
- Bioswales and rain barrels.
- Native landscapes with little to no irrigation.
- Green roofs.
- Bicycle access and parking.
- Permeable paving for the park-and-ride areas.
- Charging stations for electric vehicles.
- Include sufficient bus bays at the stations to accommodate both Pace fixed/express routes, Regional ADA Paratransit services, and CTA bus routes.



- Include bus operator facilities and passenger information as well as bus priority access such as transit signal priority or bus-activated signals to allow buses to enter/exit the terminal with minimal congestion.
- A bridge over Cicero Avenue to accommodate pedestrians in Ford City over the tracks.

### **3.5 Comments Related to Potential Impacts**

Approximately 23 comments received pertained to specific potential impacts of the project. Commenters discussed a wide range of potential impacts, though the majority touched upon noise, safety, community compatibility, and transportation-related issues such as traffic, parking, and bike and bus access to park and rides. The comments on each type of impact are summarized in the following subsections.

#### **3.5.1 Transportation Impacts**

Approximately 12 comments touched on potential transportation impacts including potential impacts to traffic circulation, parking, and access to park and rides by bikes, buses, and pedestrians. Comments included the following issues:

- Need for easy access for first responders such as police, fire and medical response during an emergency.
- Potential construction related impacts on traffic, especially on Cicero Avenue.
- Potential impacts to neighborhood parking.
- Potential effects on traffic patterns and congestion around airport and in the region.
- Need for parking permits in neighborhoods around stations.
- Need for bicycle and pedestrian access to parking garages and rail line.
- Use of bus services to access rail line.

#### **3.5.2 Land Acquisition, Displacement, and Relocations**

Four comments about land acquisition, displacement, and relocations were received. The issues addressed in these comments include concern from the potential impacts to existing properties as a result of the project. One comment noted that environmental justice should be evaluated with relation to historical and/or privately owned parcels that may need to be acquired.

#### **3.5.3 Community and Neighborhood Impacts**

Eight comments about neighborhood compatibility and potential community impacts were received. The comments focus primarily on compatibility issues with heavy rail transit extending behind homes in a residential neighborhood. Comments included the following issues:

- Issues of compatibility between heavy rail transit and residential neighborhoods.
- Potential to have beautification programs done for the area.
- Potential for increase in gang and homeless people around the stations.



### **3.5.4 Visual and Aesthetic Impacts**

Two comments about visual and aesthetic impacts were received. Comments were primarily related to the potential for blight around the stations and the general appearance of elevated tracks in the area.

### **3.5.5 Noise and Vibration**

Approximately five comments about noise and vibration were received. The issues addressed in these comments included noise and vibration from the trains moving along the tracks and potential damage to buildings adjacent to the proposed transit line due to vibration (no specific buildings identified). One comment requested that the CTA do a detailed noise and vibration study, including the additive effects associated with Midway airport operation.

### **3.5.6 Natural Resources**

One comment was received about natural resources. The issue addressed in the comment included the potential impacts related to flooding in the belt line area at 64<sup>th</sup> and 65<sup>th</sup> Street.

### **3.5.7 Economic and Fiscal Impacts**

Approximately five comments received concerned the economic and fiscal impacts of the project. These comments included the following issues:

- Concerns about the project costs compared to other projects across the country.
- Potential impact to property values of the homes near the extension.
- Several suggested design variations were mentioned as potentially being lower cost options.

### **3.5.8 Safety and Security**

Six comments about safety and security were received. Comments included the following issues:

- Ability of first responders to access construction areas.
- Potential need for additional security at 67<sup>th</sup> Street Station.
- Potential safety impact from overcrowded trains and buses.
- Potential impact for increased crime at stations and surrounding neighborhoods.

### **3.5.9 Construction Impacts**

Three comments about construction effects were received. Comments included the following concerns:

- First responders need access to and through construction zones.
- Potential disruption of neighborhood traffic patterns and parking.
- Need for proper storage, removal and recycling of construction and demolition debris.



### **3.6 Comments Submitted by Federal, State, and Other Agencies**

Eight agencies submitted comments during the scoping period. Most of the topics mentioned were also covered in the comments discussed in the previous sections. However, some of the agency comments presented new issues, including requests to ensure compliance with government-mandated policies and regulations, coordination among transit providers, and safety concerns. The agency comments are summarized in the following sections, and full text of the agency comments is provided in Appendix M. The concerns of all the agencies will be addressed both through the DEIS analysis and through on-going coordination with CTA.

There were no comments from federal agencies. Comment letters were received from two state agencies, one regional transit provider, three City of Chicago agencies, and two nearby Villages.

#### **3.6.1 Comments Submitted by State Agencies**

The Illinois Environmental Protection Agency did not have any objections to the proposed project and highlighted the future need to obtain construction permits for construction stormwater management and the potential need to obtain permits from the US Army Corps of Engineers if there would be any in-water work. The Illinois State Police highlighted concerns for first responders including access to construction zones and access to elevated tracks.

#### **3.6.2 Comments Submitted by Other Agencies**

The Pace suburban bus service, the City of Chicago Department of Streets and Sanitation, Chicago Department of Environment, Chicago Police Bureau of Patrol, Village of Bridgeview, and the Village of Oak Lawn submitted comments covering some of the topics mentioned in previous sections, as well as:

- Evaluate opportunities for sustainability actions such as recycling stations, use of solar energy, sustainable management of stormwater, incentives for use of fuel efficient or alternative fuel vehicles, and/or reuse and recycling of construction debris.
- Evaluate potential impacts of construction and operation on the need for services from other City departments including staffing levels and specialized rail training.
- Evaluate impacts on street lights, street lighting levels, and street trees.
- Evaluate potential security risks from concealed or remote access points.
- Arterial road access to proposed stations should be evaluated for adequate grade crossings, street parking, and intersection configurations to accommodate connecting bus movements.
- Station design should include consideration of access requirements for both Pace and CTA bus routes and Regional ADA Paratransit, operator facilities, passenger information, and bus priority access.
- Evaluation of connecting bus service to new stations should consider likely route restructuring that would occur to reduce service overlap.
- Potential impacts to wildlife and ecosystems, energy use, land use, natural resources, neighborhood compatibility, environmental justice, and noise and vibration.



- Potential benefit to economic development, businesses and Toyota Park sports arena visitors.
- Need for flexible design to facilitate future extensions.
- Need to include bicycle transportation considerations including bicycle/pedestrian greenbelt and bicycle parking in parking structures and bicycle access onto trains.



## Section 4

### Responses to Comments

#### 4.1 Introduction

The purpose of scoping is to provide an opportunity for agencies and the public to comment on the purpose and need, the range of alternatives proposed for analysis, and to help the project proponent identify issues that should be evaluated in the DEIS analysis. Therefore, all comments that fall within the scope of the NEPA process will be addressed in the DEIS. CTA will also continue to work closely with agencies and stakeholder groups to address issues identified through scoping.

#### 4.2 Comments Related to Purpose and Need

There were no comments directly related to the stated purpose of the project. A number of comments did affirm many of the previously identified needs for the project. The DEIS will expand and clarify the purpose and need statement in response to these comments.

#### 4.3 Comments Related to Alternatives

The Orange Line Extension project has completed an Alternatives Analysis (AA) and conducted early scoping on the potential range of alternatives. The results of that study may be found in the Locally Preferred Alternative Report (CTA 2009) and which is incorporated here by reference. The AA provides the reasoning for decisions regarding the identification and narrowing of the range of alternatives. The AA process identified an initial set of four corridors and eleven transit modal technologies. The process screened these options into a set of four conceptual alternatives that potentially met the project purpose. These alternatives were screened against criteria related to constructability, right-of-way constraints, impacts of configurations, and operational concerns. This screening step narrowed the range of alternatives to three build alternatives and a no build alternative and a transportation system management (TSM) alternative. These alternatives were screened against the goals, objectives, and evaluation criteria established for the project. In addition, input from stakeholders, the public, and agencies was solicited in the process of narrowing the range of alternatives. The AA process resulted in the identification of a locally preferred alternative (LPA), the No Build Alternative, and a TSM Alternative that will be carried forward into the DEIS.

Most commenters expressed a preference for the LPA. Comments that included reasons for a stated preference also provide insight into potential impacts or benefits of the alternatives. These insights into potential impacts are helpful in guiding the impact analysis of the DEIS. Comments that provide this insight are also counted as a comment on a particular resource discipline and will be included in the analysis of potential impacts.

A few comments expressed a preference for an alternative that is not currently proposed for consideration in the DEIS. The DEIS will summarize alternatives previously considered and eliminated and the process used to do so. Alternatives that do not meet the project purpose and need will not be evaluated further.



#### **4.4 Comments Related to Potential Impacts**

Potential impacts or benefits of alternatives identified by commenters will be analyzed in the DEIS. Insights into how a particular alternative may affect traffic, neighborhoods and communities, safety, or accessibility in the project area and the region are a valuable result of the scoping process. Many comments reflected an awareness of the traffic congestion issues within the project area and the potential benefits that may result from the project. Specific comments on each potential impact will be used to guide the analysis of the alternatives.

Specific comments on potential impacts were related to traffic circulation and congestion, parking issues, safety, community and neighborhood compatibility, economic development opportunities, visual and aesthetic concerns, noise and vibration, and construction activities.



## **Appendix A – Public Participation Plan**





**Chicago Transit Authority**

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**PUBLIC PARTICIPATION PLAN**  
ENVIRONMENTAL IMPACT STATEMENT (EIS) PHASE 1  
**ORANGE LINE EXTENSION**

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**Submitted: July 14, 2009**



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## APPENDIX

- A. Overview Schedule**
- B. Mailing/Stakeholder List**
- C. Media Release Distribution List**



# Overview

## Orange Line Extension

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Orange Line south of Midway station along the Belt Railway Company Right-of-Way from 59<sup>th</sup> to 69<sup>th</sup> Street, crossing the Belt Railway Clearing Yard and terminating on Cicero Avenue. The CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental impacts of constructing and operating the extension. The extension includes 2.3 new route miles of rapid transit to the existing Orange Line, one additional station at approximately 7600 S. Cicero Avenue, 20 new railcars, a new bus terminal facility and a 750-car parking structure. This extension will complete the original plan for the Southwest Rapid Transit Line opened as the Orange Line in 1993.

The proposed project is intended to:

- Reduce roadway, bus and passenger congestion at Midway Airport Orange Line station
- Better accommodate growth in employment opportunities along Cicero Avenue and air travel to Midway Airport
- Reduce lengthy bus trips to access the Orange Line terminal station from neighborhoods south and southwest of Midway Airport
- Provide an alternative to anticipated growth in traffic congestion in the Cicero Avenue corridor.

## Public Participation Plan

The National Environmental Policy Act (NEPA) requires evaluation of potential environmental impacts associated with federal projects and actions. For this project, the evaluation will be documented in an Environmental Impact Statement (EIS). An EIS will be prepared to identify impacts related to project construction and operation.

The EIS will cover a No Build Alternative, a Transportation Systems Management (TSM) Alternative and the Locally Preferred Alternative. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives and mitigation measures to reduce or eliminate potential impacts.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is an act that governs United States federal surface transportation spending and requires project proponents provide opportunities for public participation in transportation decision-making. SAFETEA-LU incorporates changes aimed at improving and streamlining the environmental process for transportation projects. It provides a framework for carrying out the existing requirements under NEPA and other laws.

The process of determining the scope, focus and content of an EIS is known as “scoping.” Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.



**Public Participation Plan for Next Phase**

This Public Participation Plan covers activities and materials for the scoping phase only. An additional plan will be provided to outline public participation activities that will be done during the development and review of the Draft EIS and Final EIS.



# Goals


The public participation plan is intended to guide CTA through a comprehensive public involvement and outreach process for the Orange Line Extension EIS scoping phase. The program is flexible in order to respond appropriately to public and agency issues as they arise. It is anticipated that additional information will become available that will further guide proposed activities. The dates and activities are preliminary and may change.

Two of the major goals of the NEPA environmental analysis process are to better inform governmental decisions and to enhance citizen involvement. With these goals in mind, the public participation program will:

PUBLIC PARTICIPATION GOALS
<ul style="list-style-type: none"><li>○ Build on previous outreach efforts established during the Alternatives Analysis phase</li><li>○ Make the complex issues associated with the proposed project and the environmental analysis understandable to stakeholders</li><li>○ Ensure stakeholders are aware of the planning process and the purpose and content of the proposed project</li><li>○ Provide a range of opportunities for the public and interested stakeholders to comment on the proposed project and environmental studies</li><li>○ Fulfill the public participation requirements and guidelines of NEPA and the federal transportation reauthorization bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU)</li><li>○ Document all public and agency input.</li></ul>

The public participation program provides a variety of communication channels to help the public understand the current scope of the study, including its impacts and benefits. The program will solicit input and feedback from the public as to their specific needs, issues, concerns, and recommendations. In order to engage the public to participate in the environmental review process, some basic strategies will be used in the public participation program.



STRATEGIES TO ENGAGE PUBLIC	 <b>APPROACH</b>
<ul style="list-style-type: none"> <li>○ Make it easy to participate</li> <li>○ Provide easy-to-understand information that helps people provide informed scoping comments</li> <li>○ Provide multiple ways to obtain information and provide comment</li> <li>○ Ensure stakeholders are aware of the planning process</li> <li>○ Show how public input will be used</li> </ul>	<ul style="list-style-type: none"> <li>○ Scoping meeting within the project area; Web access to all project information; outreach materials in English, Spanish and Polish</li> <li>○ Straightforward Scoping Booklet, Web site, exhibit boards and handouts at meetings</li> <li>○ Web site, mailed notice, e-blasts, community calendars, comment cards, media</li> <li>○ Careful review and augmentation of the existing project mailing list</li> <li>○ Stakeholder and Alderman/elected official briefings to identify issues and find additional ways to engage the local community</li> <li>○ Document all public and agency input in the Scoping Meeting Summary Report; provide final report on Web site</li> </ul>



# Key Issues

As the study progresses, key issues will evolve and the appropriate public involvement approach to address key issues will be determined. An initial list of the key issues has been developed. The list will be amended and expanded as the study moves forward.

KEY ISSUES
<b>General Issues/Community Concerns</b> <ul style="list-style-type: none"><li>○ Public safety (schools, crime, crossings)</li><li>○ Location of the parking structure</li><li>○ Length of the study process</li><li>○ Commuter/airport parking at the stations for trips to Midway Airport</li><li>○ Impact to Chicago Olympic bid</li><li>○ Impact/enhancement on residential/business/school areas surrounding the project</li><li>○ Effect/enhancement of quality of life</li><li>○ Noise/vibration for residents along corridor; businesses along Cicero Avenue</li><li>○ Cicero Avenue widening impacts</li><li>○ Accuracy of model data (ridership numbers)</li><li>○ Suburban residents' image of CTA service</li></ul>
<b>Economic Issues/Concerns</b> <ul style="list-style-type: none"><li>○ Jobs/improved economy</li><li>○ Project cost</li><li>○ Funding</li><li>○ Cost vs. benefits</li><li>○ Potential to take money away from other needed public projects</li><li>○ Public transit effects on property values</li><li>○ Support for local economic and land use plans and goals</li></ul>
<b>Transportation Issues/Concerns</b> <ul style="list-style-type: none"><li>○ Coordination/connectivity with other transit systems</li><li>○ Project amenities for bike/pedestrian and transit users</li><li>○ Impact of program on the other CTA services (especially bus service, El Line services during weekend and rush hour times)</li></ul>
<b>Construction Issues/Concerns</b> <ul style="list-style-type: none"><li>○ Length of construction</li><li>○ Potential traffic/detours/delays</li><li>○ Potential parking/relocation/displacement during construction</li><li>○ Potential transit access/impacts on bus or transit stops</li></ul>



# Key Audiences

Anyone who lives, works, plays, learns, and commutes through the Orange Line Extension project area, or has some involvement or oversight in how the line will operate, is an important audience member. The public participation program will create a structure for gaining an understanding of the different community interests and characteristics. The project is important to many different groups, each with specific interests in the study. The outreach team will keep these groups involved and continually informed about the process and progress of the analysis. Brief discussions of some key audiences follow.

## Local Community

Reduction of impacts on residential areas and maintenance of neighborhood character are important issues for neighborhood organizations and homeowners. The public participation program will include outreach to property owners and residents around and adjacent to the extension. Some of the local communities that may be interested include the following:

- Back of the Yards Neighborhood Council
- Citizens Taking Action
- Ford City Condominiums
- Foster Park Community Council
- Residents of Cicero
- Residents of Evergreen Park
- Residents of Forest View
- Residents of Bedford Park
- Residents of Bridgeview
- Residents of Burbank
- Residents of Oak Lawn
- Residents of Stickney
- Residents of Summit
- Scottsdale Homeowners Association
- 35th Oakley Block Club
- United Neighborhood Organization (UNO)

## Business / Business Associations / Institutions

Business interests vary along the corridor. Some business stakeholders value the extension's potential enhancement of employee and customer access to the region while others are concerned about its effects on individual business sites. This overall group includes the industries, local business leaders and chambers of commerce. The outreach will solicit ideas and concerns from the business community. Some of the local business groups that may be interested include the following:

- American Brotherhood of Contractors
- Argo Summit Chamber of Commerce
- Association of Asian Construction Enterprises
- Black Contractors United (BCU)
- Bedford Park Clearing Industrial Association
- Bridgeview Chamber of Commerce & Industry
- Burbank Chamber of Commerce
- Chicago Area Gay & Lesbian Chamber of Commerce
- Chicago Convention and Tourism Bureau
- Chicago Fire Major League Soccer
- Chicagoland Chamber of Commerce
- Chicago Midway Airport
- Chicago Minority Business Development Council (CMBDC)
- Cosmopolitan Chamber of Commerce
- Ford City Mall
- Ford City Mall, General Growth Properties, INC
- Garfield Ridge Chamber of Commerce
- Greater Auburn -Gresham Development
- Greater Southwest Development Corporation
- Hispanic American Construction Industry Association (HACIA)
- Illinois Hispanic Chamber of Commerce
- Latin American Chamber of Commerce
- National Association of Women Business Owners (NAWBO-Chicago Area Chapter)
- Oak Lawn Chamber of Commerce
- Puerto Rican Chamber of Commerce of Illinois
- Rainbow Push Coalition, International Trade Bureau
- Southwest REACH Center
- United Business Association of Midway
- West Lawn & Archer Heights Chamber of Commerce
- Women's Business Development Center (WBDC)

## Associations/ Special Interest Groups / Schools

Sensitivity to the surrounding environment is important to developing an acceptable project. The input of various local, state, and federal agencies will be obtained throughout the environmental



process. In addition, associations, special interest groups and schools will be consulted. Some of the key groups that may be interested include the following:

- Bogan Computer Technical High School
- Brother Rice High School
- Catholic Charities, Community and Civic Affairs
- Chicago Urban League
- Consuella B. York Alternative High School
- Edward Tilden Community Academy High School
- Ellen H. Richards Career Academy
- Englewood Academy High School
- Farragut Career Academy
- Gage Park High School
- Gordon S. Hubbard High School
- Greater Lawndale/Little Village Social Justice High School
- Hancock College Prep
- Infinity Math/Science Tech High School
- John F. Kennedy High School
- John Hope College Prep High School
- Lindblom Math and Science Academy
- Lithuanian American Council (LAC)
- Maria High School
- Marie Skłodowska Curie High School
- Morton College
- Mose Vines Prep Academy
- The Mosque Foundation
- Lutheran Senior Services
- Mother McAuley Liberal Arts High School
- Multicultural Arts High School
- Richard J. Daley College
- Shiloh Apostolic Lighthouse Church
- Southwest Conference of Mayors
- Southside Occupational Academy High School
- Step Up to Change
- St. Xavier University, Community & Government Relations Department
- St. Xavier University, Office of Academic Affairs
- Thomas Kelly High School
- Weglarz Co/Midway Hotel Center
- White Lodging Services
- William Rainey Harper High School
- World Language High School
- Youth Connection - Community Youth Development Institute

### **Commuters**

Commuters are interested in the study as it relates to their daily commute. Key issues include traffic impacts and congestion, safety, and access. Advanced, timely information is important for this group.

### **Public Agencies and Local Government**

Coordination and cooperation among agencies and all levels of government are an important element of this study. Some of the key agencies and local government representatives that may be interested include the following:

- Alderman- 13th Ward
- Alderman -14th Ward
- Alderman -18th Ward
- Alderman -23rd Ward
- Chicago Housing Authority
- City of Hometown
- City of Chicago Department of Community Development
- City of Chicago Department of Transportation
- Congressman 1<sup>st</sup> District
- Congressman 3<sup>rd</sup> District
- Congressman 4<sup>th</sup> District
- Cook County Commissioner- 3rd District
- Cook County Commissioner - 7th District
- Cook County Commissioner- 11th District
- Speaker of the House District 22
- State Representative District 21
- State Representative District 23
- State Representative District 31
- State Representative District 32
- State Representative District 36
- State Senator District 11
- State Senator District 12
- State Senator District 16
- State Senator District 18
- Town of Cicero
- Village of Bedford Park
- Village of Bridgeview
- Village of Burbank
- Village of Evergreen Park
- Village of Forest View
- Village of Oak Lawn
- Village of Stickney
- Village of Summit



## **Media**

Media coverage offers an efficient means of communicating with the general public. Effective coordination with local and regional media contacts will be crucial to raising public awareness and explaining the study. Supplying the media with updated, factual information increases the likelihood of balanced, informative coverage. Ethnic, multi-lingual media coverage will also be an important element of the media outreach. See Appendix C for a list of the media outlets.

# **Public Participation Activities**

## **Stakeholder and Alderman/Elected Official Briefings**

An initial task in the public involvement program will be to identify areas of agreement and conflict among various stakeholders. Individual meetings with key stakeholders will be informal but structured to obtain input on goals, objectives, key issues, preferred communication tools, and public policy considerations. Input obtained from the stakeholder briefings will be shared with the team and incorporated in the public participation program. The team will work with CTA to develop the list of key stakeholders that will be briefed.

### **Schedule:**

Schedule Meetings:	End of August
Hold Stakeholders Meetings:	Between 9/9/09 and 9/29/09

## **Agency Scoping Meeting**

An agency scoping meeting will be held to coordinate and facilitate work with the designated federal, state and local agencies. Agendas for all meetings will be prepared and discussions and agreements will be fully documented.

### **Location**

- The meeting will be held at the CTA offices.

### **Schedule:**

- Agency Scoping Meeting: 9/22/09

## **Public Scoping Meeting**

The scoping meeting will first inform the public about the project process, the Locally Preferred Alternative, and the public participation plan. Then, the meeting will gather input on the scope of the environmental studies, draft purpose and need, and alternatives to be evaluated.

### **Schedule:**

- Public Scoping Meeting: Between 9/23/09 and 10/2/09

### **Location**

The meeting location will be within the project area and must meet FTA criteria. Locations will be identified in conjunction with the Aldermen in the project area.

The locations identified must meet the following criteria:

- The facility must have at least two large rooms – one room must be able to accommodate a theater type presentation that can hold at least 100 people and a



second room must be available to comfortably accommodate the presentation boards, technical staff, and public

- Must be ADA accessible
- Near public transportation
- Free of charge

### **Format**

The meeting will start with an open house format where members of the public and other interested parties can view exhibit boards with project information. This informal setting provides participants a chance to ask questions of project team members who understand the project objectives and alternatives.

The project team will be available to answer any questions during the open house and will encourage people to make formal comments in writing or during the comment session. A short PowerPoint presentation will follow, providing an overview of the Locally Preferred Alternative, the NEPA process, the purpose of scoping, and the potential environmental issues.

The meeting will end with a session where members of the public can provide oral comments on the scope of the EIS. Each presentation will be set up to accommodate 100 attendees. Comments may be provided at the meeting by comment cards and during the public comment session. A court reporter will take public comments and input at the meeting and document the formal comment session. In addition, material will be available with contact information for those who wish to submit written comments later during the scoping period.

Comments will not be addressed during the meeting. The purpose of the scoping meetings is to listen to people's concerns and to address them through the analysis in the EIS. CTA will not respond to comments during the open comment period. The open house portion of the meeting is intended to provide people an opportunity to ask questions and clarify their understanding of the project proposal.

### **Schedule:**

- |                |   |
|----------------|---|
| • 6:00-6:45 pm | Open House  |
| • 6:45-7:05 pm | Presentation  |
|                | ▪ Welcome/Meeting Purpose and Format                      |
|                | ▪ Project Overview  |
|                | ▪ Environmental Process, Scoping and Environmental Issues |
| • 7:05-7:55 pm | Public Comments on Scope of EIS                           |
| • 7:55-8:00 pm | Next Steps/Adjournment                                    |

*Note:* The scoping meeting will be advertised from 6:00 – 8:00 pm and the team and staff will stay until 8:00 pm, even if no members of the public are present. Also, the team and staff will not end the meeting until everyone who wishes to speak has had an opportunity to do so.



# Public Participation Notification and Information Materials

## Notice of Intent (NOI)

The publication of a Notice of Intent in the Federal Register is the first formal step in an EIS process. The Notice of Intent (NOI) will be sent by FTA, the federal lead agency, to notify agencies and the public that it plans to prepare an Environmental Impact Statement (EIS).

### Schedule:

- Publish NOI in Federal Register: 9/8/09
- Beginning of 45 day comment period: 9/9/09

## Participating Agency Invitation Letters

Letters inviting agencies to be involved in the process will be prepared.

### Schedule:

- Mail participating agency invitation letters: 8/26/09

## Public Scoping Invitation Notice

A one page mailer will act as an announcement for the meeting. It will include the meeting date, location and time, and will also provide basic information about the project, the environmental process, and date by which public comments must be submitted. The notice will be translated into Spanish and Polish.

### Schedule:

- Mail scoping invitation notice (arrive 2 weeks in advance of meeting): 8/26/09

## Other Notification (Village Hall, Libraries, Blogs, e-blasts, Transit Cards)

Notice of the scoping meetings will be posted and distributed throughout the area including at Village Halls, libraries, e-list serves and with community groups.

### Schedule:

- Launch notification distribution: 8/26/09

### Village Hall Announcement Posting Locations:

- Village of Bedford Park
- Village of Bridgeview
- Village of Burbank
- Village of Evergreen Park
- Village of Forest View
- City of Hometown
- Village of Oak Lawn
- Village of Stickney
- Village of Summit



**Library Announcement Posting Locations**

- Archer Heights Branch Public Library
- Bedford Park Library
- Bridgeview Public Library
- Brighton Park Branch Public Library
- Gage Park Branch Public Library
- Garfield Ridge Library Branch
- Oak Lawn Public Library
- Sherman Park Branch Public Library
- Stickney/ Forest View Public Library
- Summit Public Library
- Thurgood Marshall Branch Public Library
- West Lawn Library Branch
- Wrightwood-Ashburn Branch Public Library

**Blogs**

- Chicago Transit Board Chairman Carole Brown’s “Ask Carole” blog
- Chi-Town Daily News
- CTATattler blog
- Gapers Block
- Ridge99.com
- southwestobserver.com

**E-blasts**

E-blasts will be sent to stakeholders, politicians and residents who went to the previous CTA meetings. We will obtain e-mail addresses for officials at key businesses and public buildings – such as post offices, schools, libraries, and courthouses – to make sure they receive the meeting information in a PDF format so they can print it out and post it.

**Online calendars**

There are many online event calendars, and most of them are run through newspapers or TV stations. Meeting notices will be sent to local chambers of commerce and to large organizations that cover a wide audience and would communicate with members in the areas served by the line, such as the Chicagoland Chamber of Commerce, Illinois Chamber of Commerce and the Association Forum of Chicagoland.

**Promotion in Transit**

The scoping meeting announcement will be posted at the CTA stations and in the CTA trains and buses via car cards.

**Schedule**

- |                                    |         |
|------------------------------------|---------|
| • Send scoping announcement to CTA | 8/12/09 |
| • Post in vehicles                 | 8/26/09 |

**Social media**



There are several opportunities for CTA to reach out via social media. We can post the meeting information on the CTA Facebook group page. Information can also be provided to [movingbeyondcongestion.com](http://movingbeyondcongestion.com). In addition, we can start a Facebook page for the Orange Line Extension project, so that people can follow the progress of the project and offer their support. And, if CTA started Twitter accounts for the Orange Line, followers could receive updates about what transpires at a public meeting, for example.

### **Web site**

A new project site will be developed for the environmental phase. The Web site provides access to project updates, project background, project materials and documents and announcements. The scoping meeting dates will be posted in advance on the Web site.

#### **Schedule:**

- Develop Web site: June-August 09
- Launch Web site: 8/13/09
- Post Scoping Information: 8/26/09

### **Scoping Display Advertisement/Legal Notice**

A formal scoping display ad will be placed in local and regional newspapers. The ad will include information on the project, the environmental analysis, the scoping meeting agenda, the meeting information and where and when to submit comments. An e-mail and postal mail address will be provided for written comments. The team will coordinate with CTA as to the placement of ¼ page advertisements in local newspapers. The ad will also be prepared in Spanish and Polish. Below is a preliminary listing of the outlets.

#### **Publication Placement:**

- Clear Ridge Reporter
- Polish Daily News
- LaRaza
- Lawndale News
- Southwest News Herald
- Southwest News Herald - Sub
- Southwest Shopper
- Southtown Star

#### **Schedule:**

- Provide display ad text to CTA ten days prior to media publishing deadlines
- Place display ad: Two weeks in advance of meeting, 8/26/09

### **Media Release**

Media outreach will be done to ensure that reporters are aware of the scoping meetings and have adequate background information with which to write about the environmental review process. The team will work with CTA to develop key messages and put together a press release and media advisory. See Appendix C for the media distribution list.

#### **Schedule:**

- Send media release to CTA two days in advance of media deadline for 9/16/09 publication
- Distribute media release: One week in advance of meeting, 9/16/09



### Scoping Booklet

The scoping booklet will contain background information on the project and the NEPA process. The purpose of the scoping meeting also will be identified within the booklet. A map depicting the project location and a description of the project area will be included. The booklet will also include a section on how and where comments may be submitted. The scoping meeting date and location will be provided in the booklet. An electronic file (.pdf file) will also be produced for posting on CTA website.

#### Schedule:

- Print scoping booklet: 8/31/09

### Meeting Materials

Information boards for use during the open house part of the scoping meetings and general hand-outs will be prepared.

- **Boards:** Welcome, Project Area Map, Typical Cross Sections/Station Locations, List of Environmental Issues to be Studied, Environmental Review Process, How to Stay Involved/Submit Comments
- **Hand-outs:** Agenda, comment form, copies of the boards, scoping booklet

#### Schedule:

- Print/finalize Meeting Materials: 9/14/09

### Frequently Asked Questions/Talking Points

A Frequently Asked Questions (FAQs) and talking points will be provided for use by CTA staff and the consultants to prepare them for the stakeholder meetings and scoping meetings.

#### Schedule:

- FAQ/Talking Points: 9/14/09

### Project Database

A comprehensive database of all stakeholders for the Orange Line Extension will be established and maintained, using CTA's existing database. The database will be updated regularly and supplemented as appropriate. The database will include elected officials, special interest group representatives, and agency staff. The mailing list will also include property owners and tenants adjacent to the centerline of the proposed project.

#### Schedule:

- Update Project Database: June/July 09
- Finalize for Invitation Mailing: End of July 09



# Documentation

## **Comment Tracking/Documentation/Response Management**

The scoping meetings will be fully documented for the administrative record in compliance with NEPA and SAFETEA-LU. Comments will be received by mail, e-mail, and by comment card and verbally at the scoping meetings. Verbal comments will be recorded by a court reporter at the meetings.

## **Scoping Meeting Summary Report**

A meeting summary report from the scoping meetings will be prepared. It will include comment cards, the court-reporter record of the scoping meeting, letters, attendance sheets, notification materials and a summary of verbal and written input, such that an evidential record of the meetings are documented. This meeting report will be incorporated into the formal scoping report.

### **Schedule:**

- Finalize Report and Post on Web site: 10/27/09



## CHICAGO TRANSIT AUTHORITY (CTA)

## APPENDIX A

ENVIRONMENTAL IMPACT STATEMENT (EIS) PHASE 1

## ORANGE LINE EXTENSION

## Public Participation Plan Overview Schedule 2009

Activity	June	July	August	September	October	November	December
<b>Key Milestones/Meetings</b>							
Project Milestones				9/8/09: Notice of Intent (NOI) in Federal Registry 9/9/09: Public Comment Period Begins (45 days)	10/27/09: Public Comment Period Ends (45 days)		
CTA Board Meetings			8/12/09: CTA Board Approval of Locally Preferred Option				
Agency Scoping Meeting				9/22/09: Agency Scoping Meeting			
Public Scoping Meeting				Between 9/23/09 and 10/2/09: Public Scoping Meeting			
Stakeholder Briefing Meetings			Finalize List & Schedule Meetings	9/9/09-9/29/09: Stakeholder Meetings			
<b>Communication Activities</b>							
Public Participation Plan (PPP)	Draft	Finalize					
Mailing List/Database	Update	Finalize			Update		
Participating Agency Letters		Develop & Finalize	8/26/09: Mail Letters				
Public Scoping Invite Letter		Develop & Finalize	8/26/09: Mail Notice				
Web site	Submit Outline	Develop New Site	8/13/09: Launch New Site 8/26/09 Post Scoping Dates/Info	After Meeting: Post Presentation/Materials	Post Scoping Meeting Summary	Update	Update
Scoping Display Ad		Finalize Placement Outlets & Develop Ad	8/26/09: Run display ad				
Media Outreach (releases)		Finalize Outlets	Develop Release	9/16/09: Distribute Release			
Other Notification: Libraries, Village Halls, e-blasts, blogs, community calendars, transit cards		Develop Materials	8/26/09: Distribute notification				
Scoping Info Booklet		Develop Book	8/31/09: Finalize				
Meeting Materials: BOARDS			Develop Boards	9/14/09: Finalize			
Meeting Materials: Handouts			Develop Handouts	9/14/09: Finalize			
Meeting PowerPoint Presentation			Develop Presentation	9/14/09: Finalize			
FAQ/Talking Points			Develop FAQ	9/14/09: Finalize			
Scoping Meeting Summary Report					10/27/09: Develop & Finalize		

**Note:** All dates are preliminary and subject to change.



## **APPENDIX B: Mailing/Stakeholder List**

**Not Public**



# APPENDIX C: Media Release Distribution List

## Print (General)

- *Chicago Tribune*, to transportation reporters Jon Hilkevitch and Richard Wronski and calendar editors.
- *Chicago Sun-Times*, to transportation writer Mary Wisniewski (who also has a blog) and calendar editors.
- *Red Eye*, to the writers of the transit-focused Going Public column and blog.
- *Crain's Chicago Business*, to reporters and its calendar section.
- *Chicago Reader*, an alternative Chicago weekly read by many CTA riders.
- *Hoy Chicago* and *La Raza*, Spanish language newspapers.
- *Chicago Defender*, which serves the African-American community.

## Print (Orange Line)

- Southtown Star
- Clear Ridge Reporter
- Polish Daily News
- Lawndale News
- Southwest News Herald
- Southwest Shopper

## Television

- WBBM Channel 2 (CBS)
- WGN Channel 9 (CW)
- WMAQ Channel 5 (NBC)
- WLS Channel 7 (ABC)
- WFLD Channel 32 (FOX)
- WSNS Channel 44, Spanish
- WOCK Channel 13, Spanish
- WOCH Channel 41, Korean
- WGBO Channel 66, Spanish (Univision)
- WXFT Channel 60, Spanish (Telefutura)
- WTTW Channel 11, public television
- WYCC Channel 20, public television
- CLTV, which primarily covers suburban communities and hosts the "Commute with Kye" blog

- CANTV, Chicago public access channels

## Radio

- WBBM-AM 780, Chicago's only all-news station
- WGN-AM 720, news and talk
- WLS-AM 890, talk radio
- WBEZ-FM 91.5, public radio
- WGCI-FM 107.5, urban contemporary
- WGRB-AM 1390, gospel
- WHPK-FM 88.5, community radio based at University of Chicago
- WIIT-FM 88.9, college radio from Illinois Institute of Technology
- WNVR 1030 AM, Polish
- WSBC-AM 1240, broadcasts in a variety of languages, including Spanish and Russian
- WRTO-AM 1200, Spanish – Univision Radio
- Northwestern University
- WRTE-FM 90.5, Spanish
- WKIE-FM 92.7, Spanish
- WVIX-FM 93.5, Spanish
- WVIV-FM 103.1, Spanish
- WOJO-FM 105.1, Spanish, "La Que Buena"
- WVON-AM 1690, "The Talk of Chicago"
- WRLL-AM 1450, "Radio Latino"
- WVAZ-FM 102.7, Urban Contemporary
- WNWI-AM 1080, Multiple languages
- WNUA-FM 95.5, Spanish

## Wire Services

- Associated Press, for datebook
- Medill News Services



## **Appendix B – Notice of Intent**



Issued in Washington, DC, on August 25, 2009.

**Jo Strang,**

*Associate Administrator for Railroad Safety/  
Chief Safety Officer.*

[FR Doc. E9-20966 Filed 8-31-09; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Intent to Prepare an Environmental Impact Statement for Proposed Transit Improvements to the Orange Line, Cook County, IL

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation.

**ACTION:** Notice of Intent to Prepare an Environmental Impact Statement.

**SUMMARY:** The FTA, as the Federal lead agency, and the Chicago Transit Authority (CTA) intend to prepare an Environmental Impact Statement (EIS) for the Orange Line Extension Project in Cook County, Illinois. CTA operates the rapid transit system in Chicago, Cook County, Illinois. The proposed project, described more completely within, would extend the Orange Line, a heavy rail transit line, to connect Midway Station at the Midway International Airport to the Ford City shopping center. The purpose of this Notice of Intent is to alert interested parties regarding the intent to prepare the EIS and to provide information on the nature of the proposed project and possible alternatives to invite public participation in the EIS process.

**DATES:** Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to CTA on or before October 27, 2009. See **ADDRESSES** below for the address to which written public comments may be sent. A public scoping meeting to accept comments on the scope of the EIS will be held on the following date:

- Monday, September 21, 2009; 6 p.m. to 8 p.m.; at the Hancock College Preparatory High School, 4034 W. 56th St., Chicago, IL 60629.

The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in the scoping meeting should contact Mr. Darud Akbar, Government and Community Relations Officer, at 312-681-2708 or [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com), five days prior to the meeting.

Scoping materials describing the project purpose and need and the alternatives proposed for analysis will be available at the meetings and on the CTA Web site <http://www.transitchicago.com/OrangeEIS>. Paper copies of the scoping materials may also be obtained from Mr. Darud Akbar, Government and Community Relations Officer, at 312-681-2708 or [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com). An interagency scoping meeting will be held on Thursday, September 24 at 1:30 p.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661.

Representatives of Native American tribal governments and of all Federal, State, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

**ADDRESSES:** Comments will be accepted at the public scoping meetings or they may be sent to Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602, or via e-mail at [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com).

**FOR FURTHER INFORMATION CONTACT:** Mr. David Werner, Community Planner, Federal Transit Administration, Region V, 200 West Adams Street, Suite 320, Chicago, IL 60606, phone 312-353-3879, e-mail [David.Werner@dot.gov](mailto:David.Werner@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### Scoping

The FTA and CTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) alternatives that may better achieve the project's need and purposes at less cost or with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

National Environmental Policy Act (NEPA) "scoping" (40 CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to

prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence. Transit projects may also generate environmental benefits; these should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, an annotated outline of the document will be prepared and shared with interested agencies and the public. The outline serves at least three worthy purposes, including (1) documenting the results of the scoping process; (2) contributing to the transparency of the process; and (3) providing a clear roadmap for concise development of the environmental document.

#### Purpose and Need for the Project

The purpose of the Orange Line Extension project is to improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses, support the area's ongoing economic development efforts, and strengthen the competitiveness of transit in the reverse commute market.

The need for the project is based on the following considerations: access to the Orange Line is currently constrained by limited parking availability; access to the Orange Line by bus or auto is unreliable due to congestion approaching the existing terminal station; and few uncongested roadways are available to access the current Orange Line terminal because of wider than usual arterial street spacing, which limits mobility for residents and businesses.

#### Project Location and Environmental Setting

The proposed heavy rail transit (HRT) project area lies about 10 miles southwest of the Chicago Central Area (commonly referred to as the "Loop"). The limits of the project area are 59th Street on the north and 79th Street on the south. Midway International Airport is located in the northwestern portion of the project area.

The project area includes parts of the community areas of Ashburn, Clearing, and West Lawn within the City of Chicago, and is adjacent to the Village of Bedford Park and the City of Burbank. The project area is highly developed, with significant residential (primarily single family), industrial, transportation



and commercial (retail and office) developments.

The locally preferred alternative (LPA) for the proposed Orange Line Extension project was approved by the Chicago Transit Board for further study in the EIS on August 12, 2009. The proposed Orange Line Extension would extend the heavy rail transit line from Midway Station at the Midway International Airport south along the Belt Railway Company (BRC) right-of-way from 59th Street to Marquette Road, cross the BRC Clearing Yard and terminate on Cicero Avenue. The extension would include 2.3 new route miles of rapid transit to the existing Orange Line and one additional station at approximately 7600 S. Cicero Avenue, with new bus terminal and parking facilities.

#### Alternatives

The Orange Line Extension Final Alternatives Analysis Report (2009) prepared by CTA identified three alternatives for further consideration in the EIS. The three alternatives include: a No Build Alternative, Transportation System Management (TSM) Alternative, and the Fixed Guideway Alternative.

**No-Build Alternative:** The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements. Committed transportation improvements include projects that are already in the Chicago Metropolitan Agency for Planning (CMAP) financially constrained Transportation Improvement Program (TIP). The Orange Line project area has one road improvement project included in the FY 2007–2012 TIP; the Cicero Avenue Smart Corridor Project from 37th Street to 63rd Street scheduled for completion in 2009.

Bus transit service under the No Build Alternative would be focused on the preservation of existing services and projects. The transit network within the project area is projected to be substantially the same as it is now. All elements of the No Build Alternative are included in each of the other alternatives.

**Transportation System Management (TSM) Alternative:** A TSM Alternative is proposed because it is required as part of the New Starts evaluative process; in this case, it does not meet the purposes of and need for the proposed project. The TSM Alternative is Bus Rapid Transit (BRT) that would operate west on 59th Street from the 59th Street Midway Station bus terminal to Cicero Avenue, and then south on Cicero Avenue from 59th Street to approximately 76th Street. Proposed

BRT service would operate in mixed traffic with traffic signal priority on the Cicero Avenue segment.

The TSM Alternative is 2.3 miles long and would not include any intermediate stops. There would be no exclusive lanes along the Cicero Avenue portion of the route. A new park and ride facility would be constructed at the proposed terminal stop at approximately 7600 S. Cicero. Bus route 67 67th/69th/71st would be re-routed to terminate at the new Ford City Station.

**Fixed Guideway Alternative/Locally Preferred Alternative (LPA):** The proposed LPA would operate partly in a trench and partly at-grade along the BRC right-of-way between the existing Midway station and approximately 6400 south, where it would transition to an elevated structure above Marquette Road. The proposed route would travel under 59th Street and 63rd Street allowing those cross streets to remain open to traffic. It then would veer to the southwest over the BRC Clearing Yard and then continue south on an elevated structure in the median of Cicero Avenue to a new Ford City terminal station located on Cicero Avenue at approximately 76th Street.

The LPA is 2.3 miles long and would not include any intermediate stops. The conceptual alignment design for the elevated structure at Marquette Road would allow for a future station in that vicinity. The Ford City terminal station would include a park-and-ride facility and an improved bus terminal. The alternative assumes that Pace buses from the south would continue to directly serve Midway Station. Route 67 67th/69th/71st would be re-routed to terminate at the new proposed Ford City terminal station.

Two alignment options along Cicero Avenue to 76th Street will be evaluated; an alignment above the median of Cicero Avenue and an alignment located directly east of the Cicero Avenue right-of-way. The alignment over the median of Cicero Avenue would have fewer property acquisition costs and impacts to existing businesses; however, both alignment options will be studied further in the EIS.

#### Possible Effects

The purpose of this EIS process is to study, in a public setting, the effects of the proposed project and its alternatives on the quality of the human environment. Areas of investigation for transit projects generally include, but are not limited to: land use, development potential, land acquisition and displacements, historic resources, visual and aesthetic qualities, air quality, noise and vibration, energy use,

safety and security, and ecosystems, including threatened and endangered species; investigation may reveal that the proposed project will not affect or affect substantially many of those areas. Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified.

#### FTA Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), call for public involvement in the EIS process. Section 6002 of SAFETEA–LU requires that FTA and CTA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become “participating agencies;” (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and CTA will not be able to identify all Federal and non-Federal agencies and Native American tribes that may have such an interest. Any Federal or non-Federal agency or Native American tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under **ADDRESSES**.

A comprehensive public involvement program and a Coordination Plan for public and interagency involvement will be developed for the project and posted on CTA’s Web site <http://www.transitchicago.com/OrangeEIS>. The public involvement program includes a full range of activities including maintaining the project Web page on the CTA Web site and outreach to local officials, community and civic groups, and the public. Specific activities or events for involvement will be detailed in the project’s public participation plan.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent



with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received (preferably in advance of printing), FTA and its grantees will distribute only the executive summary of the environmental document together with a Compact Disc of the complete environmental document. A complete printed set of the environmental document is available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document is also available on the grantee's Web page.

CTA may seek New Starts funding for the proposed project under 49 United States Code 5309 and will, therefore, be subject to New Starts regulations (49 Code of Federal Regulations (CFR) Part 611). The New Starts regulations also require the submission of certain project-justification information to support a request to initiate preliminary engineering. This information is normally developed in conjunction with the NEPA process. Pertinent New Starts evaluation criteria will be included in the EIS.

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771).

Issued on: August 24, 2009.

**Marisol R. Simon,**

*Regional Administrator, Federal Transit Administration, Region V.*

[FR Doc. E9–20965 Filed 8–31–09; 8:45 am]

**BILLING CODE 4910–57–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Intent To Prepare an Environmental Impact Statement for Proposed Transit Improvements to the Yellow Line, Cook County, IL

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation.

**ACTION:** Notice of Intent to Prepare an Environmental Impact Statement.

**SUMMARY:** The FTA, as the Federal lead agency, and the Chicago Transit Authority (CTA) intend to prepare an environmental impact statement (EIS) for the Yellow Line Extension Project in

Cook County, Illinois. CTA operates the rapid transit system in Chicago, Cook County, Illinois. The proposed project, described more completely within, would extend the Yellow Line, a heavy rail transit line, to connect the Dempster Street Station to Old Orchard Road. The purpose of this Notice of Intent is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives and to invite public participation in the EIS process.

**DATES:** Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to CTA on or before October 27, 2009. See **ADDRESSES** below for the address to which written public comments may be sent. A public scoping meeting to accept comments on the scope of the EIS will be held on the following date:

- Wednesday, September 23, 2009; 6 p.m. to 8 p.m.; at the Oakton Community Center, 4701 Oakton Street, Skokie, IL 60076.

The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in the scoping meeting should contact Mr. Darud Akbar, Government and Community Relations Officer, at 312–681–2708 or [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com), five days prior to the meeting.

Scoping materials describing the project purpose and need and the alternatives proposed for analysis will be available at the meetings and on the CTA Web site <http://www.transitchicago.com/YellowEIS>.

Paper copies of the scoping materials may also be obtained from Mr. Darud Akbar, Government and Community Relations Officer, at 312–681–2708 or [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com). An interagency scoping meeting will be held on Thursday, September 24 at 8 a.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661. Representatives of Native American tribal governments and of all Federal, State, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

**ADDRESSES:** Comments will be accepted at the public scoping meetings or they may be sent to Mr. Jeffrey Busby, General Manager, Strategic Planning,

Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680–7602, or via e-mail at [YellowExtension@transitchicago.com](mailto:YellowExtension@transitchicago.com).

**FOR FURTHER INFORMATION CONTACT:** Mr. David Werner, Community Planner, Federal Transit Administration, Region V, 200 West Adams Street, Suite 320, Chicago, IL 60606, phone 312–353–3879, e-mail [david.werner@dot.gov](mailto:david.werner@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### Scoping

The FTA and CTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) Alternatives that may better achieve the project's need and purposes at less cost or with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

National Environmental Policy Act (NEPA) "scoping" (40 CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence. Transit projects may also generate environmental benefits; these should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, an annotated outline of the document will be prepared and shared with interested agencies and the public. The outline serves at least three worthy purposes, including (1) Documenting the results of the scoping process; (2) contributing to the transparency of the process; and (3) providing a clear roadmap for concise development of the environmental document.



## **Appendix C – Participating Agencies**



Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Chicago Housing Authority	Ms.	Edie	Diaz		60 E. Jackson, Suite 1200		Chicago	IL	60605
City of Chicago Department of Aviation	Mr.	Adam	Rod	Planning Administrator	P.O. Box 66143		Chicago	IL	60666
City of Chicago Department of Business Affairs and Consumer Protection	Ms.	Norma I.	Reyes	Commissioner	50 W. Washington St.	Room 208	Chicago	IL	60602
City of Chicago Department of Community Development	Ms.	Christine	Raguso	Acting Commissioner	121 N. LaSalle St.	Ste. 1000	Chicago	IL	60602
City of Chicago Department of Environment	Mr.	Kevin	Laberge	Environmental Engineer	30 N. LaSalle St.	Floor 25	Chicago	IL	60602
City of Chicago Department of Transportation	Mr.	Keith	Privett	Coordinating Planner	30 N. LaSalle Street	Suite 500	Chicago	IL	60602
City of Chicago Office of the Mayor	Mr.	Pat	Harney	Deputy Chief of Staff	121 N. LaSalle St.	Room 509	Chicago	IL	60602
City of Chicago Police Department	Mr.	Mark	Harmon	Commanding Officer, Patrol Division	3510 S. Michigan Ave.		Chicago	IL	60653
Village of Bridgeview	Mayor	Steven	Landek	Mayor	7500 S. Oketo Ave		Bridgeview	IL	60455
Pace	Mr.	David	Tomzik	Manager, Long Range Planning	550 W. Algonquin Road		Arlington Heights	IL	60005
Illinois Commerce Commission	Ms.	Shauna	Kelley	Bureau of Transportation Chief	160 N. LaSalle St.	C800	Chicago	IL	60601
Illinois Department of Natural Resources	Mr.	Steve	Hamer	Office of Realty & Environmental Planning, Division of Ecosystems & Environment	One Natural Resources Way		Springfield	IL	62702
Illinois Department of Transportation	Ms.	Lil	Budzinski	Section Chief, CTA, City of Chicago Section	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Illinois Environmental Protection Agency	Ms.	DiAnne	Schuerman		Deputy Director's Office/MC#1, P.O. Box 19276		Springfield	IL	62794-9276
Illinois Historic Preservation Agency	Ms.	Anne	Hacker	Deputy State Historic Preservation Officer	#1 Old State Capitol Plaza		Springfield	IL	62701
Illinois Secretary of State	Ms.	Jill	Zwick	Director, Intergovernmental Affairs	17 N. State Street,	Suite 1200	Chicago	IL	60602
Department of Energy	Mr.	Steven	Chu	Secretary	1000 Independence Ave. SW		Washington	DC	20585
Department of Health and Human Services	Mr.	James	Galloway	Acting Regional Director - Region 5	233 N. Michigan Ave.	Ste. 1300	Chicago	IL	60601
Department of Housing and Urban Development	Ms.	Beverly	Bishop	Deputy Regional Director	77 W. Jackson Blvd.		Chicago	IL	60604
Federal Aviation Administration	Ms.	Amy	Hanson	Environmental Protection Specialist	2301 E. Devon Ave.		Des Plaines	IL	60018
Federal Emergency Management Agency	Ms.	Janet	Odeshoo	Deputy Regional Administrator, Region V	536 S. Clark St.	6th floor	Chicago	IL	60605
Federal Highway Administration	Mr.	Matt	Fuller	Environmental Programs Engineer	3251 Executive Park Drive		Springfield	IL	62703
Federal Railroad Administration	Mr.	Laurence	Hasvold	Regional Administrator	200 West Adams	Suite 310	Chicago	IL	60606
Transportation Security Administration	Ms.	Gale	Rossides	Acting Administrator	601 S. 12th St.		Arlington	VA	20598
U.S. Environmental Protection Agency	Mr.	Bharat	Mathur	Acting Regional Administrator - Region 5	77 W. Jackson Blvd.		Chicago	IL	60604
U.S. Fish and Wildlife Service	Mr.	John	Rogner	Field Supervisor - Chicago Field Office	1250 S. Grove	Ste. 103	Barrington	IL	60010
Citizen Potawatomi Nation					1601 S. Gordon Cooper Drive		Shawnee	OK	74801
Ho-Chunk Nation					5744 W. Irving Park Road		Chicago	IL	60634
Peoria Tribe	Chief	John	Froman	Chief	118 S. Eight Tribes Trail	P.O. Box 1527	Miami	OK	74355
Sac and Fox Tribe - Mississippi and Iowa	Mr.	Jonathan	Buffalo		349 Meskwaki		Tama	IA	52339
Sac and Fox Tribe - Missouri and Kansas					305 N. Main Street		Reserve	KS	66434
Sac and Fox Tribe - Oklahoma					Rt. 2 Box 246		Stroud	OK	74079



## **Appendix D – Participating Agency Invitation Letters**





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

September 1, 2009

[Insert Agency Representative]

[Insert Agency Name]

[Insert Address]

[Insert, City, State, Zip]

Re: Invitation to Participate in Environmental Review Process for the CTA Orange Line Extension

Dear [Agency Representative]:

The Federal Transit Administration (FTA), in cooperation with the Chicago Transit Authority (CTA), is initiating the preparation of an Environmental Impact Statement for the proposed Orange Line Extension project. The proposed project would extend the Orange Line, a heavy rail transit line, 2.3 miles from its existing Midway Station at the Midway International Airport to a new terminal station at Ford City.

The purpose of the project, as currently defined, is to improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses, support the area's ongoing economic development efforts, and strengthen the competitiveness of transit in the reverse commute market. The enclosed scoping information packet provides more details including a preliminary project schedule.

An Alternatives Analysis has been completed for this project and the final report may be found at <http://www.transitchicago.com/OrangeEIS>. Through the Alternatives Analysis process and with input from the public and agencies, the project area and the range of alternatives have been refined and a locally preferred alternative has been selected. The project area and the alternatives identified in the Alternatives Analysis will be the subjects of the Draft EIS.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other



Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.<sup>1</sup>

Your agency has been identified preliminarily as one that may have an interest in this project, because of the surrounding land uses which include the Midway International Airport, freight corridors, residential neighborhoods, and commercial districts and the potential for impacts to the physical and human environment from construction and operation of the project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. These opportunities will build on the early participation opportunities that were provided during the Alternatives Analysis process. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. If, however, you elect not to become a participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Mr. David Werner of our Region V Office at [david.werner@dot.gov](mailto:david.werner@dot.gov); please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation is not due until after the agency scoping meeting. The interagency scoping meeting will be held on the following date and location:

- Thursday, September 24 at 1:30 p.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661.

You or your delegate is invited to represent your agency at this meeting. Please note that building security requires meeting attendees to RSVP in advance. Your agency will be treated as

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<sup>1</sup>Designation as a "participating agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." [40 C.F.R. § 1508.5](#).



participating agency unless your written response declining such designation as outlined above is transmitted to this office not later than October 1, 2009.

We are providing a copy of the Federal Register Notice of Intent and scoping information materials with this letter that include a description of the project area and proposed alternatives. Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation or to RSVP your attendance at the interagency scoping meeting, please contact Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, PO Box 7602, Chicago, IL 60680-7602, via email at [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com), or phone at (312) 681-4240.

Sincerely,

Marisol R. Simon  
Regional Administrator

Enclosures (2):

1. Scoping Information Packet/Schedule
2. Federal Register NOI

cc: Jeffrey Busby, Chicago Transit Authority





September 2, 2009

[Insert Agency Representative]

[Insert Agency Name]

[Insert Address]

[Insert, City, State, Zip]

Re: Invitation to Participate in Environmental Review Process for the CTA Orange Line Extension

Dear [Agency Representative]:

The Federal Transit Administration (FTA), in cooperation with the Chicago Transit Authority (CTA), is initiating the preparation of an Environmental Impact Statement for the proposed Orange Line Extension project. The proposed project would extend the Orange Line, a heavy rail transit line, 2.3 miles from its existing Midway Station at the Midway International Airport to a new terminal station at Ford City.

The purpose of the project, as currently defined, is to improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses, support the area's ongoing economic development efforts, and strengthen the competitiveness of transit in the reverse commute market. The enclosed scoping information packet provides more details including a preliminary project schedule.

An Alternatives Analysis has been completed for this project and the final report may be found at <http://www.transitchicago.com/OrangeEIS>. Through the Alternatives Analysis process and with input from the public and agencies, the project area and the range of alternatives have been refined and a locally preferred alternative has been selected. The project area and the alternatives identified in the Alternatives Analysis will be the subjects of the Draft EIS.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as



practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.<sup>1</sup>

Your agency has been identified preliminarily as one that may have an interest in this project, because of the surrounding land uses which include the Midway International Airport, freight corridors, residential neighborhoods, and commercial districts and the potential for impacts to the physical and human environment from construction and operation of the project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. These opportunities will build on the early participation opportunities that were provided during the Alternatives Analysis process. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you elect to become a participating agency, you must accept this invitation in writing. The acceptance may be transmitted electronically to Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, at [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com); please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written responses to this invitation are not due until after the agency scoping meeting. The agency scoping meeting will be held on the following date and location:

- Thursday, September 24 at 1:30 p.m. at CTA Headquarters, in the Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661.

You or your delegate is invited to represent your agency at this meeting. Please note that building security requires meeting attendees to RSVP in advance. Written responses accepting designation as participating agencies should be transmitted to this office not later than October 2, 2009.

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<sup>1</sup>Designation as a "participating agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." [40 C.F.R. § 1508.5](#).



We are providing a copy of the Federal Register Notice of Intent and scoping information materials with this letter that include a description of the project area and proposed alternatives. Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation or to RSVP your attendance at the interagency scoping meeting, please contact Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, PO Box 7602, Chicago, IL 60680-7602, via email at [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com), or phone at (312) 681-4240.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Paquet", with a stylized flourish extending from the end.

John Paquet  
Vice President  
Planning and Development

Enclosures (2):

1. Scoping Information Packet/Schedule
2. Federal Register NOI

cc: Federal Transit Administration



## **Appendix E –Agency Scoping Meeting**



# Orange Line Extension

Connecting Midway to Ford City



## AGENCY SCOPING MEETING

September 24, 2009

1:30 PM – 3:30 PM

	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	Michelle Nolan	PROJECT MANAGER City of Chicago Dept. of Community Development	121 N. LA SALLE, Room 1003 CHICAGO, IL 60619	312-744-4477	mnolan@cityofchicago.org
2	Edie Diaz	Chicago Housing Authority Executive Office	60 E. JACKSON, Suite 1200 Chicago IL 60605	312-913-5818	ediaz@thecha.org
3	TOM RADAK	SR. PROJECT MGR PACE	550 W. ALTONQUIN ARLINGTON HTS, ILL 60005	847-228-2478	TOM.RADAK@PACEBUS.COM
4	KEVIN LABERGE	ENVIRONMENTAL ENGINEER III CHICAGO DEPT. OF ENVIRONMENT	30 N. LA SALLE ST., 25TH FLR. CHICAGO, IL 60602	312-742-0463	klaberge@cityofchicago.org
5	RYAN RICHTER	METRA	547 W. JACKSON BLD CHICAGO, IL 60601	312-322-8036	rrichter@metrarr.com
6	ADAM ROD	CHICAGO DEPT OF AVIATION PLANNING	P.O. BOX 66142, O'HARE INT'L AIRPORT CHICAGO, IL 60666	773-894-6907	arod@ohare.com
7	David Tomzik	manager Long Range Planning Pace	550 W Algonquin Arlington Hts IL 60005	847 228 2462	david.tomzik@pacebus.com





# Orange Line Extension

Connecting Midway to Ford City



## AGENCY SCOPING MEETING

September 24, 2009

1:30 PM – 3:30 PM

	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	LIL BUDZINSKI	Section Chief		(312) 793-2110	LIL.BUDZINSKI@ILLINOIS.GOV
		IL Dept. of Trans			
2	DAVE BRADY	BEDFORD PARK		(708) 458-2067	dbrady@VILLAGEOFBEDFORDPARK.COM
		VILLAGE PRESIDENT			
3	Keith Privette	Coordinating Planner		312 744-1981	KPRIVETTE CITYOFCHICAGO.ORG.
		Chicago D.O.T.			
4	Jill Zwick	Sec. of State		312- 793-8876	JZWICK@ILSOS.NET
		ILLINOIS			
5	Amy Hanson	EPS		847-294-7354	amy.hanson@faa.gov
		FAA			
6					
7					



# Orange Line Extension

Connecting Midway to Ford City



## AGENCY SCOPING MEETING

September 24, 2009

1:30 PM – 3:30 PM

	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	L. Kimmelman	FTA		312-353-4060.	
2	Jonathan Ernst	STR + SAN		312 744 8312	
3					
4					
5					
6					
7					



# MEETING MINUTES

**RE:** Orange Line Extension  
Agency Scoping Meeting

**MEETING NO. & DATE:** No. 1 – September 24, 2009

**CHAIRPERSON:** Jeff Busby, CTA

**LOCATION:** CTA Offices: 567 West Lake Street

**TO:** Distribution and All Attendees

## ATTENDEES:

<u>Names</u>	<u>Initials</u>	<u>Organization / Title</u>
Jeffrey Busby	JB	CTA Strategic Planning
Helene Kornblatt	HK	CWC Transit Group
Kate Stenberg	KS	CWC Transit Group
Chris Martel	CM	CWC Transit Group
Bob Tessiatore	BT	CWC Transit Group
Kim Cheever	KC	CWC Transit Group
John Kulpa	JK	CWC Transit Group
Joe Clemens	JC	CWC Transit Group
Kristy Ranieri	KR	CirclePoint (CWC team member firm)
Sarah Layton-Wallace	SLW	CirclePoint (CWC team member firm)
Michelle Nolan		City of Chicago, Dept. of Comm. Dev. / Project Manager
Edie Diaz		Chicago Housing Authority (CHA) / Executive Office
Kevin Laberge		Chicago Dept. of Env. (CDOE) / Environmental Engineer III
Ryan Richter		Metra
Lois Kimmelman		Federal Transit Administration (FTA)
Adam Rod		Chicago Dept. of Aviation (CDOA) / Planning
David Brady		Village of Bedford Park / Village President
Tom Radak		Pace / Senior Project Manager
David Tomzik		Pace / Manager Long Range Planning
Lil Budzinski		IL Dept. of Transportation (IDOT) / Section Chief
Keith Privett		Chicago Dept. of Trans. (CDOT) / Coordinating Planner
Jill Zwick		State of Illinois / Secretary of State
Amy Hanson		Federal Aviation Administration (FAA) / EPS
Jonathan Ernst		City of Chicago / Streets & Sanitation



**PREPARED BY:** Kim Cheever

**ISSUE DATE:** September 30, 2009

**Meeting called to order at 1:35 pm CDT.**

**Objective:** Agency Scoping

<i>Item No.</i>	<i>Item Description</i>	<i>Responsibility</i>	<i>Due Date</i>
1.00	<b>Agency Participation Request</b> CTA presented a project overview and requested questions/comments from agencies in attendance. CTA requested written request from agencies interested in being a participating agency by October 2, 2009. Agencies do not have to be a participating agency to be involved, but it offers them a more active role in the process. Following the presentation, the meeting was opened up to questions and comments.		
1.01	CWC: Please note that the deadline to submit comments is October 27, 2009.		
2.00	<b>Operational Comments:</b> Pace: What is the approximate running time from Midway to Ford City Mall? <i>CTA: About 5 minutes.</i>		
2.01	Pace: Will there be bus space? <i>CTA: Bus space is included in the cost estimate.</i>		
2.02	Pace: Concern that only "some" Pace buses will continue to run, this would be an impact for Pace. <i>CWC: We would analyze the operating plans to determine what bus operations would work best with the alternative.</i>		
2.03	CDOT: Suggested surveying riders on the route to gauge rider's perceptions of these route changes. <i>CTA: Or to find out if riders are transferring from PACE to CTA to head to Midway. This is acknowledged as an issue and there were some public comments on this as well.</i>		
3.00	<b>CDOT Property</b> IDOT: Has CDOT been successful in purchasing properties? <i>CDOT: Ensuring nothing is developed on that site. Privately owned parcel may have to go through eminent domain. Priority of preserving untouched parcels.</i> <i>CTA: New T-zone zoning in the City of Chicago that is just for transportation uses. This would allow parking and freight to continue but it would limit residential development.</i>		



<b>Item No.</b>	<b>Item Description</b>	<b>Responsibility</b>	<b>Due Date</b>
<b>4.00</b>	<b>Street Closures</b> Streets & Sanitation: Will there be long-term street closures during the construction phase? <i>CTA: Some temporary closures during construction are likely, but there would not be permanent closures. Preliminary discussions with Ford City Mall indicate there may be some road and access realignment necessary.</i> <i>CWC: Potential construction impacts like road closures would be discussed in the EIS document:</i>		
<b>5.00</b>	<b>Street Lighting</b> Streets & Sanitation: Will street lighting be affected or required under the structure? <i>CTA: This should be brought up formally by the agency and CTA will study it.</i>		
<b>6.00</b>	<b>Rail Location</b> IDOT: Will the elevated tracks be located on the Cicero Avenue bridge? <i>CTA: The tracks would cross the rail yard on a separate bridge. The elevated structure is envisioned to be on the east side of Cicero. Bridge abutments would line up with supports of CTA structure.</i>		
6.01	PACE: Coming up on the bridge in the rail yard, is it elevated over the rail yard? <i>CTA: Yes the new line would be elevated over the rail yard on a new bridge structure.</i>		
<b>7.00</b>	<b>Aviation Coordination</b> FAA: Has concerns about height of elevated track which may be higher than adjacent buildings. Requested a copy of a feasibility study when available.		
<b>8.00</b>	<b>Noise Impacts</b> DOE: Has concerns with potential noise impacts.		
<b>9.00</b>	<b>Public Input</b> A question was asked about what issues were raised by the public at the public scoping meeting. <i>CWC: The public concerns included safety, security, noise and vibration.</i>		

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees



## **Appendix F – Agencies and Organizations Notified of Scoping**



Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Advocate Christ Medical Center	Mr.	Mike	Maggio	Director, Public Relations and Government Affairs	4440 W. 95th St.		Oak Lawn	IL	60453
American Brotherhood of Contractors	Mr.	Danton	Fielder	President	11509 S. Elizabeth Ave.		Chicago	IL	60643
AMTRAK	Mr.	Joseph	Boarman	President	60 Massachusetts Ave. NE		Washington	DC	20002
Argo Summit Chamber of Commerce	Mr.	John	Santoro	Executive Director	7447 W. 63rd St.		Summit	IL	60501
Bedford Park Clearing Industrial Association	Ms.	Donna	Smith	Executive Director	6535 S. Central Ave.		Bedford Park	IL	60638
Belt Railway Company of Chicago	Mr.	Tim	Coffey	General Counsel	6900 South Central Avenue		Bedford Park	IL	60638
Belt Railway Company of Chicago	Mr.	Roy	Gelder	Director Process Improvement	6900 South Central Avenue		Bedford Park	IL	60638
Belt Railway Company of Chicago	Mr.	Patrick	O'Brien	President	6900 South Central Avenue		Bedford Park	IL	60638
Belt Railway Company of Chicago	Mr.	Randy	Smith	Assistant Chief Engineer	6900 South Central Avenue		Bedford Park	IL	60638
Bridgeview Chamber of Commerce & Industry	Ms.	Roseann	Bautista	Executive Director	7300 W. 87th St.		Bridgeview	IL	60455
Bronzeville Chamber of Commerce	Mr.	Johnnie	Blair	President	4955 S. King Drive		Chicago	IL	60615
Burbank Chamber of Commerce	Ms.	Judy	Balestri	Executive Secretary	5501 W. 79th St.	Lower Level	Burbank	IL	60459
Canadian National	Mr.	Patrick	Waldron	Manager, Public Affairs	1764 S. Ashland Ave.		Homewood	IL	60430
Centerpoint Development	Mr.	Michael	Mullen	CEO	1808 Swift Drive		Oak Brook	IL	60523
Chicago Fire Major League Soccer	Ms.	Jessica	Yavitz	Director, Community Relations	7000 S. Harlem Ave.		Bridgeview	IL	60455
Chicago Marriott Midway	Mr.	Eddie	Bear	General Manager	6520 S. Cicero Ave.		Chicago	IL	60638
Chicago Midway Airport	Ms.	Erin	O'Donnell	Managing Deputy Commissioner	5700 S. Cicero		Chicago	IL	60638
Chicagoland Chamber of Commerce	Mr.	Michael	Mini	Director, Government Affairs	200 E. Randolph St.	Suite 2200	Chicago	IL	60601
Chicagoland Chamber of Commerce	Ms.	Seide	Ouch	Manager, Government Relations	200 E. Randolph St.	Suite 2200	Chicago	IL	60601
Cosmopolitan Chamber of Commerce	Ms.	Carnice	Carey	Executive Director	203 N. Wabash Ave.	Suite 518	Chicago	IL	60601
Courtyard Chicago Midway Airport	Mr.	Aaron	Osheroff	Operations Manager	6610 S. Cicero Ave.		Chicago	IL	60638
Equity Group Investments, LLC	Mr.	Tim	Pettit	Asset Manager	2 N Riverside Plaza, Ste 600		Chicago	IL	60606
Fairfield Inn & Suites Chicago Midway Airport	Mr.	Joshua	Heffler	Operations Manager	6630 S. Cicero Ave.		Bedford Park	IL	60638
Ford City Mall	Mr.	Frank	Werner		7601 S. Cicero Ave.		Chicago	IL	60652
Ford City Mall, General Growth Properties, Inc.	Mr.	John	Mroczkowaski	Associate General Manager	7601 S Cicero Ave		Chicago	IL	60652
Ford City Mall, General Growth Properties, Inc.	Mr.	John A.	Sarama	Senior General Manager	7601 S Cicero Ave		Chicago	IL	60652
Ford City Mall, The Connection- Community North Room	Ms.	Latasha	Finley	Office Manager	7601 S. Cicero Avenue		Chicago	IL	60652
Garfield Ridge Chamber of Commerce	Ms.	Maryann	Dybala	Executive Director	6165 S. Archer Ave.		Chicago	IL	60638
Hampton Inn Chicago-Midway Airport	Mr.	Tad	Stricker	General Manager	6540 S. Cicero Ave.		Bedford Park	IL	60638
Hilton Garden Inn Chicago/Midway Airport	Ms.	Margaret	McDermott	General Manager	6530 S. Cicero Ave.		Bedford Park	IL	60638
Holiday Inn Chicago-Midway Airport	Mr.	Craig	Pearson		6624 S. Cicero Ave.		Chicago	IL	60638
Holiday Inn Express Hotel & Suites Chicago-Midway Airport	Mr.	Emmet	Downs	General Manager	6500 S. Cicero Ave.		Chicago	IL	60638
Holy Cross Hospital	Ms.	Eileen	Cahill	VP, Government & Community Relations	2701 W. 68th St.		Chicago	IL	60629
HW Lochner	Mr.	Conan	Chan		20 N. Wacker Drive		Chicago	IL	60606
MKC Associates	Ms.	Mary Kay	Christopher		3112 Maple		Berwyn	IL	60402
National Association of Women Business Owners	Ms.	Deborah	Chima	President	216 W. Jackson Blvd.	Suite 625	Chicago	IL	60606
NCC American Regional Team	Mr.	Tony	Vivacqua		444 N. Michigan Ave	Suite 1600	Chicago	IL	60611
Oak Lawn Chamber of Commerce	Ms.	Jennifer	Busk	Executive Director	5314 W. 95th St.		Oak Lawn	IL	60453
Residence Inn Chicago Midway Airport	Mr.	Darrell	Edens	General Manager	6638 S. Cicero Ave.		Bedford Park	IL	60638
Sleep Inn Midway Airport	Mr.	Wesley	Sutton	General Manager	6650 S. Cicero Ave.		Bedford Park	IL	60638
Streeterville Chamber of Commerce	Ms.	Mable	Buckner	Executive Director	645 N. Michigan Ave.	Ste. 800	Chicago	IL	60611
The 63rd Street Growth Commission	Mr.	James	Capraro	Executive Director	2601 W. 63rd St.		Chicago	IL	60629
United Business Association of Midway	Ms.	Anita	Cummings	Executive Director	5680 S. Archer Ave.		Chicago	IL	60638
Univision Radio	Ms.	Irene	Tostado		7945 W. 79th Place		Bridgeview	IL	60455
Weglarz Co/Midway Hotel Center	Mr.	Mark	Weglarz		6500 W. 65th St	Ste. 202	Chicago	IL	60638
West Lawn & Archer Heights Chamber of Commerce	Mr.	Mark	Walden		5738 S Pulaski Rd		Chicago	IL	60629
West Lawn Chamber of Commerce	Mr.	Frank	Lazarz	Board President	4425 W. 63rd St.	Ste. 208	Chicago	IL	60629
White Lodging Services	Mr.	Dave	Montrose	Regional VP, Region 3	1000 E. 80th Place	Ste. 600 N	Merrillville	IN	46410
White Lodging Services	Mr.	Craig	Pearson		6624 S. Cicero Ave		Bedford Park	IL	60638
White Lodging Services	Mr.	John	Randall	Regional VP, Region 7	1000 E. 80th Place	Ste. 600 N	Merrillville	IN	46410



Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Women's Business Development Center (WBDC)	Ms.	Hedy	Ratner	Executive Director	Eight S. Michigan Ave.	Suite 400	Chicago	IL	60603
Back of the Yards Neighborhood Council	Mr.	Craig	Chico	Executive Director	1751 W 47th St.		Chicago	IL	60609
Catholic Charities, Community and Civic Affairs	Mr.	John	Ryan	Executive Director	721 N. LaSalle St.		Chicago	IL	60610
Chicago Urban League	Ms.	Cheryle	Jackson	CEO	4510 S. Michigan Ave.		Chicago	IL	60653
Citizens Taking Action	Mr.	Charles	Paidock		3211 S. Union Ave.		Chicago	IL	60616
Citizens Taking Action	Mr.	Charley	Yale		6057 N Lincoln Ave	Apt 611	Chicago	IL	60659
DuPage Mayors and Managers Conference	Mr.	Joseph	Broda	President	1220 Oak Brook Road		Oak Brook	IL	60523
Foster Park Community Council	Ms.	Vernita	Farmer		8313 S. Ada St.		Chicago	IL	60620
Greater Auburn-Gresham Development Corporation	Mr.	Carlos	Nelson	Executive Director	1159 W. 79th St.		Chicago	IL	60620
Greater Southwest Development Corporation	Ms.	Esperanza	Cano		2601 W. 63rd St.		Chicago	IL	60629
Greater Southwest Development Corporation	Ms.	Laura	Dailey		2601 W. 63rd St.		Chicago	IL	60629
Greater Southwest Development Corporation	Ms.	Lenora	Dailey		2601 West 63rd Street		Chicago	IL	60629
Greater Southwest Development Corporation	Ms.	Denise	Fuentes		2601 West 63rd Street		Chicago	IL	60629
Greater Southwest Development Corporation	Mr.	Harry	Meyer	Deputy Director of Development	2601 W. 63rd St.		Chicago	IL	60629
Growth Commission	Mr.	James	Capraro	Executive Director	2601 West 63rd Street		Chicago	IL	60629
Neighbors of Fuller Park	Mr.	Kenneth	Smith		239 W. 46th		Chicago	IL	60609
Rainbow Push Coalition, International Trade Bureau	Ms.	Marshette	Turner	Executive Director	930 E. 50th St.		Chicago	IL	60615
Southwest REACH Center	Mr.	Piotr	Korzynski	Industrial Coordinator	6155 S. Pulaski Road	2nd Floor	Chicago	IL	60629
Step Up to Change	Mr.	Andy	King		4216 W. 76th St.	Ste 102	Chicago	IL	60652
The Little Village Environmental Justice Organization	Mr.	Harry	Brooks		7818 S South Shore Dr	Apt 2A	Chicago	IL	60649
The Little Village Environmental Justice Organization	Mr.	Mike	Pitula		7818 S South Shore Dr	Apt 2A	Chicago	IL	60649
Youth Connection - Community Youth Development Institute	Ms.	Elfreda	Austin	Principal	7836 South Union Avenue		Chicago	IL	60620
American Indian Center, Inc.	Mr.	Francis	Hagemann	Board Vice President	1630 W. Wilson Ave.		Chicago	IL	60640
American Indian Center, Inc.	Ms.	Rita	Hodge	Board Secretary	1630 W. Wilson Ave.		Chicago	IL	60640
American Indian Center, Inc.	Ms.	Debra	Valentino	Board President	1630 W. Wilson Ave.		Chicago	IL	60640
Association of Asian Construction Enterprises	Mr.	Perry	Nakachi	President	333 N. Ogden Ave.		Chicago	IL	60607
Black Contractors United (BCU)	Ms.	Florence	Cox	Executive Director	400 W. 76th St.	Ste. 200	Chicago	IL	60620
Chicago Area Gay & Lesbian Chamber of Commerce	Ms.	Christee	Snell	Executive Director	1210 W. Rosedale		Chicago	IL	60660
Chicago Minority Business Development Council	Ms.	Sheila	Hill	President	One E. Wacker Drive	Suite 1200	Chicago	IL	60601
Hispanic American Construction Industry Association	Mr.	Paul	Cerpa	Executive Director	901 W. Jackson Blvd.	Suite 205	Chicago	IL	60607
Illinois Hispanic Chamber of Commerce	Mr.	Omar	Duque	President & CEO	111 W. Washington	Suite 1660	Chicago	IL	60602
Latin American Chamber of Commerce	Mr.	Bennett	Santana	Chairman	3512 W. Fullerton Ave.		Chicago	IL	60647
Lithuanian American Council (LAC)	Mr.	John A.	Rackauskas	President	6500 S. Pulaski Road		Chicago	IL	60629
Lithuanian Human Services of the USA, Inc.	Mr.	Joe	Kulys		6931 S. Rockwell St.		Chicago	IL	60629
Puerto Rican Chamber of Commerce of Illinois	Mr.	Marlo	Irizarry	Executive Director	2622 W. Division St.		Chicago	IL	60622
The Mosque Foundation	Dr.	Mohammed	Sahloul	Executive Director	7360 W. 93rd St.		Bridgeview	IL	60455
United Neighborhood Organization	Mr.	Mark	Flores	Communications Director	954 W. Washington Blvd.	3rd Floor	Chicago	IL	60607
United Neighborhood Organization (UNO)	Mr.	Juan	Rangel	Chief Executive Officer	954 West Washington Boulevard, 3rd Floor		Chicago	IL	60607
1st Congressional District	Congressman	Bobby	Rush	Congressman	700-706 E. 79th St.		Chicago	IL	60619
2nd Congressional District	Congressman	Jesse	Jackson Jr.	Congressman	7121 S. Yates Blvd.		Chicago	IL	60649
3rd Congressional District	Congressman	Daniel	Lipinski	Congressman	6245 S. Archer Ave.		Chicago	IL	60638
4th Congressional District	Congressman	Luis	Gutierrez	Congressman	3455 W. North Ave.		Chicago	IL	60647
7th Congressional District	Congressman	Danny	Davis	Congressman	3333 West Arthington Street	Ste. 130	Chicago	IL	60624
U.S. Senator	Senator	Roland	Burr	Senator	230 S. Dearborn	Ste. 3900	Chicago	IL	60604
U.S. Senator	Senator	Richard	Durbin	Senator	230 S. Dearborn	Ste. 3892	Chicago	IL	60604
Chicago City Council 13th Ward	Alderman	Frank	Olivo	Alderman	6500 S. Pulaski Road		Chicago	IL	60629
Chicago City Council 14th Ward	Alderman	Ed	Burke	Alderman	2650 W. 51st Street		Chicago	IL	60632
Chicago City Council 18th Ward	Alderman	Lona	Lane	Alderman	8146 S. Kedzie		Chicago	IL	60652
Chicago City Council 23rd Ward	Alderman	Michael R.	Zalewski	Alderman	6247 S. Archer Ave.		Chicago	IL	60638
City of Burbank	Mayor	Harry	Klein	Mayor	6530 W. 79th Street		Burbank	IL	60459
City of Chicago Office of the Mayor	Mayor	Richard	Daley	Mayor	121 N. LaSalle St.	Room 507	Chicago	IL	60602



Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
City of Chicago Office of the Mayor	Mr.	Sean B.	Harden	Executive Asssistant to the Mayor	121 N. LaSalle St.	Room 406	Chicago	IL	60602
City of Chicago Office of the Mayor	Mr.	Gene	Lee	Deputy Chief of Staff	121 N. LaSalle St.	Room 406	Chicago	IL	60602
City of Hometown	Mayor	Kevin	Casey	Mayor	4331 Southwest Highway		Hometown	IL	60456
The Town of Cicero, Community Affairs and Special Projects	Mr.	Frank J.	Aguilar	Director	4937 West 25th Street		Cicero	IL	60804
Town of Cicero	Mr.	Larry	Dominick	President	4949 W. Cermak Road		Cicero	IL	60804
Village of Bedford Park	Mr.	David	Brady	Village President	6701 S. Archer Road		Bedford Park	IL	60501
Village of Bridgeview	Mayor	Steven	Landek	Mayor	7500 S. Oketo Ave		Bridgeview	IL	60455
Village of Evergreen Park	Mayor	James	Sexton	Mayor	9418 S. Kedzie Ave		Evergreen Park	IL	60805
Village of Forest View	Mayor	Richard	Grenvich	Mayor	7000 W. 46th Street		Forest View	IL	60402
Village of Oak Lawn	Mayor	David	Heilman	Mayor	9446 S. Raymond Ave		Oak Lawn	IL	60453
Village of Oak Lawn	Mr.	Larry	Deetjan	Village Manager	9446 South Raymond Avenue		Oak Lawn	IL	60453
Village of Stickney	Mayor	Daniel	O'Reilly	Mayor	6533-35 Pershing Rd		Stickney	IL	60402
Village of Summit	Mayor	Joseph	Strzelczyk	Mayor	7321 W 59th St		Summit	IL	60501
Cook County Board of Commissioners	Mr.	Todd	Stroger	President	118 N. Clark Street	Room 537	Chicago	IL	60602
Cook County Commissioner-11th District	Mr.	John	Daley	Commissioner	118 N. Clark Street		Chicago	IL	60602
Cook County Commissioner-3rd District	Mr.	Jerry	Butler	Commissioner	118 N. Clark Street		Chicago	IL	60602
Cook County Commissioner-7th District	Mr.	Mario	Moreno	Commissioner	2456 W. 38th Street		Chicago	IL	60632
Cook County Recorder of Deeds & Registrar of Titles	Mr.	Eugene	Moore	Recorder of Deeds	118 N. Clark Street	Room 120	Chicago	IL	60602
Cook County Sheriff's Office	Sheriff	Thomas	Dart	Sheriff	50 W. Washington		Chicago	IL	60602
Southwest Conference of Mayors	Ms.	Vicky	Smith	Executive Director	14700 S. Ravinia Ave.		Orland Park	IL	60462
Illinois Governor	Governor	Patrick	Quinn	Governor	100 W. Randolph, 16-100		Chicago	IL	60601
Illinois House of Representatives District 21	Representative	Michael J.	Zalewski	Representative	7676 W. 63rd Street		Summit	IL	60501
Illinois House of Representatives District 22	Representative	Michael	Madigan	Speaker of House	6500 S. Pulaski Road		Chicago	IL	60629
Illinois House of Representatives District 23	Representative	Daniel	Burke	Representative	2650 W. 51st Street		Chicago	IL	60632
Illinois House of Representatives District 31	Representative	Mary	Flowers	Representative	2525 W. 79th Street		Chicago	IL	60652
Illinois House of Representatives District 32	Representative	Andre M.	Thapedi	Representative	371 E. 75th Street		Chicago	IL	60619
Illinois House of Representatives District 36	Representative	James	Brosnahan	Representative	5311 W. 95th Street		Oak Lawn	IL	60453
Illinois Secretary of State	Mr.	Jesse	White	Secretary of State	213 State Capitol		Springfield	IL	62756
Illinois Senate District 11	Senator	Louis	Viverito	Senator	6215 W. 79th Street, Ste. 1A		Burbank	IL	60459
Illinois Senate District 12	Senator	Martin	Sandoval	Senator	4843 W. Cermak Road		Cicero	IL	60804
Illinois Senate District 14	Senator	Emil	Jones III	Senator	507 West 111th Street		Chicago	IL	60628
Illinois Senate District 15	Senator	James T	Meeks	Senator	2050 E. 159th Street		Calumet City	IL	60419
Illinois Senate District 16	Senator	Jacqueline	Collins	Senator	1155 W. 79th Street		Chicago	IL	60620
Illinois Senate District 17	Senator	Donne E.	Trotter	Senator	8704 South Constance Avenue	Ste. 324	Chicago	IL	60617
Illinois Senate District 18	Senator	Edward	Maloney	Senator	10400 S. Western Avenue		Chicago	IL	60643
Illinois Senate District 3	Senator	Mattie	Hunter	Senator	2929 S. Wabash Avenue	Ste. 102	Chicago	IL	60616
Federal Highway Administration	Mr.	Ed	Christopher	Metropolitan Planning Specialist	4749 Lincoln Mall Drive	Ste. 600	Matteson	IL	60443
Federal Highway Administration	Mr.	Michael	Rosenstiehl	Administrative Team Leader	4749 Lincoln Mall Drive	Ste. 600	Matteson	IL	60443
Federal Highway Administration	Mr.	Norman	Stoner	Division Administrator, Illinois Division Office	3250 Executive Park Drive		Springfield	IL	62703
Federal Railroad Administration	Mr.	Timothy	Barkley	Director, Office of Policy & Communication	1200 New Jersey Ave. SE		Washington	DC	20590
Federal Railroad Administration	Mr.	Laurence	Hasvold	Regional Administrator	200 West Adams, Suite 310		Chicago	IL	60606
Federal Transit Administration	Mr.	David	Werner	Regional Administrator	200 West Adams Street, Suite 320		Chicago	IL	60606
Chicago Bureau of Convention and Tourism	Mr.	Mark	Theis	Executive Vice President	2301 N. Lake Shore Drive		Chicago	IL	60616
Chicago Housing Authority	Ms.	Felicia	Wilson		626 West Jackson Boulevard		Chicago	IL	60661
Chicago Metropolitan Agency for Planning	Ms.	Claire	Bozic	Senior Analyst	233 South Wacker Drive, Suite 800		Chicago	IL	60606
City of Chicago Department of Aviation	Mr.	Adam	Rod	Acting Deputy Commissioner	P.O. Box 66142		Chicago	IL	60666
City of Chicago Department of Aviation	Mr.	Larry	Rzewski	Planning Coordinator	121 N LaSalle St		Chicago	IL	60602
City of Chicago Department of Budget and Management	Mr.	Gene	Saffold	Chief Financial Officer	121 N. LaSalle St.	Room 604	Chicago	IL	60602
City of Chicago Department of Community Development	Mr.	Daniel	Klaiber		121 N. LaSalle Street	City Hall, Room	Chicago	IL	60602
City of Chicago Department of Community Development	Ms.	Michelle	Nolan		121 N. LaSalle Street	City Hall, Room	Chicago	IL	60602



Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
City of Chicago Department of Streets and Sanitation, Bureau of Street Operations	Mr.	Bob	Richardson	Deputy Commissioner	121 N. LaSalle St.	Room 704	Chicago	IL	60602
City of Chicago Department of Transportation	Mr.	Thomas	Byrne	Commissioner	30 North LaSalle Street, Suite 1100		Chicago	IL	60602
City of Chicago Department of Transportation	Mr.	Keith	Privett	Coordinating Planner I	30 North LaSalle Street	Suite 500	Chicago	IL	60602
City of Chicago Department of Transportation, Division of Planning	Mr.	Joe	Alonzo	CREATE Manager	30 N. LaSalle Street	Suite 500	Chicago	IL	60602
Village of Oak Lawn	Ms.	Christine	O'Grady	Legislative Secretary	9446 Raymond Ave.		Oak Lawn	IL	60453
Chicago Metropolitan Agency for Planning	Ms.	Janet	Bright	External Relations	233 S. Wacker Drive	Ste. 800	Chicago	IL	60606
Chicago Metropolitan Agency for Planning	Mr.	Jose	Rodriguez	Programming & Operations	233 S. Wacker Drive	Ste. 800	Chicago	IL	60606
Cook County Department of Revenue	Mr.	Nathan	Paige	Director	118 N. Clark St.	Room 1160	Chicago	IL	60602
Cook County Highway Department	Mr.	John	Beissel, P.E.	Transportation and Planning Bureau Chief	69 West Washington, Room 2300		Chicago	IL	60602
Metra Commuter Rail	Ms.	Kristen	Andersen	Transportation Planning Analyst	547 West Jackson Boulevard	13th Floor	Chicago	IL	60661
Pace	Mr.	David	Tomzik	Manager, Long Range Planning	550 West Algonquin Road		Arlington Heights	IL	60005
Regional Transit Authority	Ms.	Aimee	Lee	Manager, Regional Planning	175 West Jackson Boulevard, Suite 1550		Chicago	IL	60604
Regional Transit Authority	Ms.	Diane	Palmer	Director of Communications	175 W. Jackson Blvd.	Suite 155	Chicago	IL	60604
Illinois Commerce Commission	Mr.	Charles	Box	Chairman	527 E. Capitol Ave.		Springfield	IL	62701
Illinois Department of Commerce and Economic Opportunity	Ms.	Felisha	McNeal		100 W Randolph	Ste 3-400	Chicago	IL	60601
Illinois Department of Employment Security	Ms.	Maureen T.	O'Donnell	Director	33 S. State St.		Chicago	IL	60603
Illinois Department of Revenue	Mr.	Brian	Hamer	Director	100 W. Randolph St.	Concourse	Chicago	IL	60601
Illinois Department of Transportation	Mr.	Chuck	Abraham	Division of Public and Intermodal Transportation	J. R. Thomson Center, Suite 6-600 100 West Randolph		Chicago	IL	60601
Illinois Department of Transportation Bureau of Railroads	Mr.	Michael	Garcia	Chief, Rail Engineering	2300 S. Dirksen Parkway	Room 339	Springfield	IL	62764
Illinois Department of Transportation Central Bureau of Operations	Ms.	Diane	O'Keefe	Deputy Director	201 W. Center Court		Schaumburg	IL	60196
Construction	Mr.	Bill	Frey	Bureau Chief	201 W. Center Court		Schaumburg	IL	60196
of Safety Program & Administrative Services	Mr.	Robert	Hoover	Bureau Chief	2300 S. Dirksen Parkway		Springfield	IL	62764
Illinois Department of Transportation ITS Program Office	Mr.	Chuck	Schmitt	Bureau Chief	2300 S. Dirksen Parkway		Springfield	IL	62764
Illinois State Police District 15	Sgt.	James	Jenker	Sergeant	2700 Ogden Ave.		Downers Grove	IL	60515
Illinois State Police District 5	Trooper	Mark	Dorencz	Trooper	16648 S. Broadway		Lockport	IL	60441
Archer Heights Branch Public Library	Ms.	Elzbieta	Ptasik	Branch Manager	5055 S. Archer Ave.		Chicago	IL	60632
Bedford Park Library	Ms.	Ann	Murphy	Director	7816 W. 65th Place		Burbank	IL	60501
Bridgeview Public Library	Ms.	Rose	Taylor	Director	7840 W. 79th St.		Bridgeview	IL	60455
Brighton Park Branch Public Library	Ms.	Eileen	Dohnalek	Branch Manager	4314 S. Archer Ave.		Chicago	IL	60632
Evergreen Park Public Library	Mr.	Nicki	Seidl	Director	9400 S. Troy Ave.		Evergreen Park	IL	60805
Gage Park Branch Public Library	Ms.	Donna	Williams	Branch Manager	2807 W. 55th St.		Chicago	IL	60632
Garfield Ridge Library Branch	Ms.	Stephanie	Flinchbaugh	Branch Manager	6348 S. Archer Ave.		Chicago	IL	60638
Oak Lawn Public Library	Dr.	James	Casey	Director	9427 S. Raymond Ave.		Oak Lawn	IL	60453
Prairie Trails Library	Ms.	Ruth	Faklis	Director	8449 S. Moody Ave.		Burbank	IL	60459
Sherman Park Branch Public Library	Ms.	Joyce	Wiggins	Branch Manager	5440 S. Racine Ave.		Chicago	IL	60609
Stickney/Forest View Public Library	Ms.	Tina	Williams	Director	6800 W. 43rd St.		Stickney	IL	60402
Summit Public Library	Ms.	Hadiya	Drew	Director	6233 S. Archer Road		Summit	IL	60501
Thurgood Marshall Branch Public Library	Mr.	Jan	Brooks	Director	7506 S. Racine Ave.		Chicago	IL	60620
West Lawn Library Branch	Mr.	Alan	Ziebarth	Branch Manager	4020 W. 63rd St.		Chicago	IL	60629
Wrightwood-Ashburn Branch Public Library	Ms.	Regina	Johnson	Branch Manager	8530 S. Kedzie Ave.		Chicago	IL	60652
Shiloh Apostolic Lighthouse Church	Pastor				6032 S Racine Ave.		Chicago	IL	60636
35th Oakley Block Club	Mr.	George	Dimis		3536 S. Oakley Ave.		Chicago	IL	60609
66th Block Club	Mr.	Roger	Tobolt		4542 W. 66th St.		Chicago	IL	60629
Ford City Condominiums	Mr.	Jerry	Brieske		4300 W. Ford City Drive		Chicago	IL	60652
Ford City Condominiums	Mr.	Erik	Esinoza		4300 W. Ford City Drive		Chicago	IL	60652
Ford City Condominiums	Ms.	Thelma	Fanniel		4351 W. 76th Ave.		Chicago	IL	60652
Ford City Condominiums	Mr.	Manuel	Guzman		4300 W. Ford City Drive	Apt. A-304	Chicago	IL	60652
Ford City Condominiums	Ms.	Linda	McMath		4300 W. Ford City Drive	Apt. 1003	Chicago	IL	60652
Ford City Condominiums	Ms.	Anges	Murphy		4300 W. Ford City Drive	Apt. A-510	Chicago	IL	60652
Ford City Condominiums	Ms.	Thelma	Swims		4350 W. Ford City Dr		Chicago	IL	60652
Ford City Condominiums	Ms.	Mary	Slattery		4262 W Ford City Drive	#201	Chicago	IL	60652



Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Scottsdale Homeowners Association	Mr.	John	Keating		7717 S. Kolmar Ave.		Chicago	IL	60652
Bogan Computer Technical High School	Mr.	Robert	Miller	Principal	3939 W. 79th St.		Chicago	IL	60652
Brother Rice High School	Mr.	James P.	Antos	Principal	10001 S. Pulaski Road		Chicago	IL	60655
Chicago Public Schools	Mr.	Pat	Taylor	Operations - New Schools and Renovation	125 South Clark Street	17th Floor	Chicago	IL	60603
Community Youth Development Institute Alternative High School	Ms.	Elfreda	Austin	Principal	7836 S. Union Ave.		Chicago	IL	60620
Consuella B. York Alternative High School	Mrs.	Valerie D.	Jackson	Principal	2700 S. California Ave.		Chicago	IL	60608
Edward Tilden Community Academy High School	Ms.	Phylis	Hammond	Principal	4747 S. Union Ave.		Chicago	IL	60609
Ellen H. Richards Career Academy	Dr.	O. Joyce	Smith	Principal	5009 S. Laflin St.		Chicago	IL	60609
Englewood Academy High School	Ms.	Debora	Kizer-Balfour	Principal	6201 S. Stewart Ave.		Chicago	IL	60621
Farragut Career Academy	Ms.	Theresa	Plascencia	Principal	2345 S. Christiana Ave.		Chicago	IL	60623
Gage Park High School	Ms.	Anita L.	Andrews	Principal	5630 S. Rockwell St.		Chicago	IL	60629
Gordon S. Hubbard High School	Mr.	Andrew	Manno	Principal	6200 S. Hamlin Ave.		Chicago	IL	60629
Greater Lawndale/Little Village Social Justice H.S.	Mr.	Rito	Martinez	Principal	3120 S. Kostner Ave.		Chicago	IL	60623
Hancock College Prep	Ms.	Nancy J.	Apke	Principal	4034 W. 56th St.		Chicago	IL	60629
Infinity Math/Science Tech High School	Ms.	Martha G.	Irizarry	Principal	3120 S. Kostner Ave.		Chicago	IL	60623
John F. Kennedy High School	Mr.	George	Szkapiak	Principal	6325 West 56th Street		Chicago	IL	60638
John Hope College Prep High School	Mr.	Michael	Durr	Principal	5515 S. Lowell Ave.		Chicago	IL	60621
Lindblom Math and Science Academy	Mr.	Alan	Mather	Principal	6130 S. Wolcott Ave.		Chicago	IL	60636
Maria High School	Ms.	Linda	Casey	Principal	6727 South California Avenue		Chicago	IL	60629
Maria High School	Ms.	Nina	Solava	Assistant to Principal	6727 S. California Ave.		Chicago	IL	60629
Marie Sklodowska Curie Metro High School	Ms.	Phillip	Perry	Principal	4959 South Archer Avenue		Chicago	IL	60632
Marie Sklodowska Curie Metro High School	Ms.	Jerrylyn	Jones	Principal	4959 S. Archer Ave.		Chicago	IL	60632
Morton College	Dr.	Leslie	Navarro	Interim President	3801 S. Central Ave.		Cicero	IL	60804
Morton College	Ms.	Iris	Nunez	Assistant to the President	3801 S. Central Ave.		Cicero	IL	60804
Mose Vines Prep Academy	Ms.	Patricia	Woodson	Principal	730 N. Pulaski Road		Chicago	IL	60624
Mother McAuley Liberal Arts High School	Dr.	Christine	Melone	Principal	3737 W. 99th St.		Chicago	IL	60655
Multicultural Arts High School	Mr.	Jose	Rico	Principal	3120 S. Kostner Ave.		Chicago	IL	60623
Northwestern University	Mr.	Patrick	Ryan	Department Head	633 Clark St.		Evanston	IL	60208
Richard J. Daley College	Ms.	Yolanda	Howe	Assistant to the President	7500 S. Pulaski Road	Room 1111	Chicago	IL	60652
Richard J. Daley College	Ms.	Ellie	Moore		7500 S. Pulaski Road	Room 1111	Chicago	IL	60652
Richard J. Daley College	Ms.	Veronica	Roberts	Administrative Assistant to Dean of Students	7500 S. Pulaski Road	Room 1111	Chicago	IL	60652
Richard J. Daley College	Dr.	Gayle	Ward	Dean of Students	7500 S. Pulaski Road	Room 1111	Chicago	IL	60652
Southside Occupational Academy High School	Ms.	Gwendolyn	Mims	Principal	7342 S. Hoyne Ave.		Chicago	IL	60636
St. Xavier University, Community & Government Relations Departmen	Ms.	Maureen	Connor Kelly	Director	3700 West 103rd Street		Chicago	IL	60655
St. Xavier University, Office of Academic Affairs	Dr.	Dominick	Hart	Provost	3700 W. 103rd St.	Room A305	Chicago	IL	60655
Thomas Kelly High School	Mr.	Algrid C.	Pretkelis	Principal	4136 S. California Ave.		Chicago	IL	60632
William Rainey Harper High School	Ms.	Kenyatta	Butler	Principal	6520 S. Wood St.		Chicago	IL	60636
World Language High School	Ms.	Alice	Phillips	Principal	3120 S. Kostner Ave.		Chicago	IL	60623



## **Appendix G – Notification Materials**



# Orange Line Extension

## PROJECT OVERVIEW

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Orange Line from Midway Station at the Midway International Airport south along the Belt Railway Company right of way from 59th to Marquette Road, crossing the Belt Railway Company Clearing Yard and ending on Cicero Avenue. The extension includes 2.3 new route miles of rapid transit from the existing Orange Line and one additional station at approximately 7600 S. Cicero Avenue with new bus terminal and parking facilities.

## ENVIRONMENTAL PROCESS OVERVIEW

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006 - 2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least three alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative and the Locally Preferred Alternative that extends the Orange Line to Cicero Avenue near 76th Street. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

## SCOPING MEETING

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be included in the EIS.

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The process of determining the scope, focus and content of an EIS is known as "scoping." During the scoping process the public, as well as city, county, state and federal agencies have an opportunity to provide feedback and comments. The purpose of the scoping process is to:

- Identify public and agency concerns early in the environmental process
- Define the issues and alternatives that will be examined in the EIS
- Save time in the overall process and facilitate an efficient EIS preparation process.

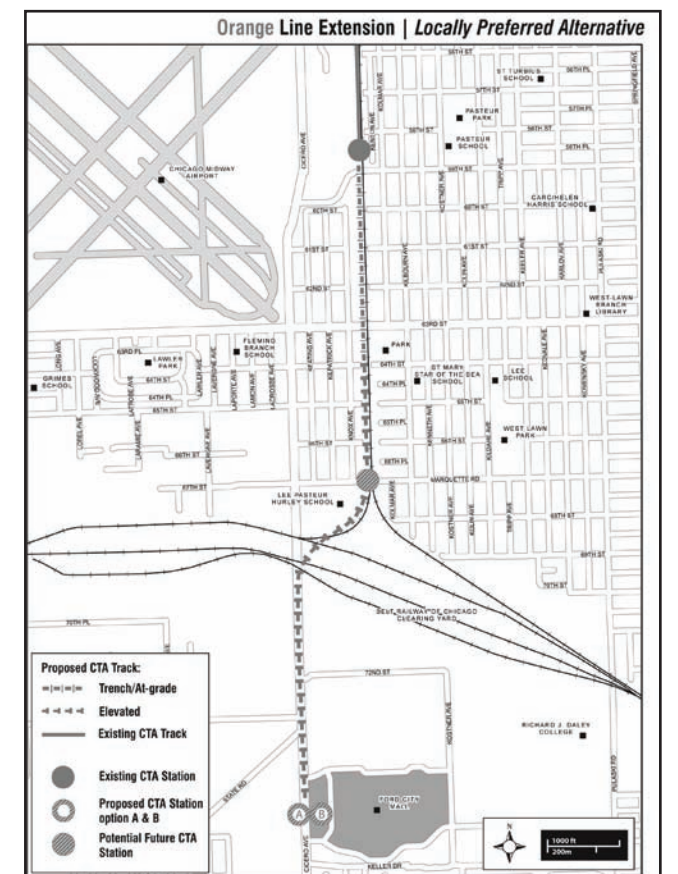
## SCOPING MEETING DATE AND LOCATION

Monday, September 21, 2009  
6:00 p.m. to 8:00 p.m.

Hancock College Preparatory High School  
4034 W. 56th Street  
Chicago, IL 60629

This location is accessible to people with disabilities and is served by CTA bus routes 53A and 55.

## ORANGE LINE EXTENSION PROPOSED ROUTE



## MEETING AGENDA AND FORMAT

Open House: 6:00 pm – 6:45 pm  
Learn about the project and talk with project staff.  
Presentation and Formal Public Comment: 6:45 pm – 8:00 pm  
A brief presentation will be followed by an opportunity to enter formal comments into the public record.


## SUBMIT COMMENTS

In addition to comments on the scope of the EIS received at the meeting, written scoping comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602.

Email: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)  
Website: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)  
Fax: (312)-681-4297

## ADA AND LANGUAGE ACCOMMODATIONS

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Chicago Transit Authority  
567 West Lake Street  
Chicago, IL 60661 

Chicago Transit Authority

# Orange Line Extension Project

Connecting Midway to Ford City

Come Participate in the September 21, 2009  
Scoping Meeting



Customer Information: 1-888-YOUR-CTA (1-888-968-7282) • CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891)  
Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949



## Proyecto de Extensión de la Línea Anaranjada

Que conecta el aeropuerto Midway a Ford City

Venga a participar en una Reunión de Involucramiento al Público el 21 de septiembre de 2009

Información al cliente: 1-888-YOUR-CTA (1-888-968-7282) • CTA (TTY): 1-888-CTA-TTY1 (1-888-282-8891)

Información sobre Tránsito: 836-7000 desde todo código telefónico local RTA (TTY): 312-836-4949

## Extensión de la Línea Anaranjada

### RESUMEN GENERAL DEL PROYECTO

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Anaranjada desde la estación de Midway, ubicada en el Aeropuerto Internacional de Midway, al sur por la servidumbre de paso de la Belt Railway Company, desde la 59th hasta la Marquette Road, cruzando el patio de maniobras de la Belt Railway Company y acabando en la Cicero Avenue. La extensión incluye una nueva ruta de 2.3 millas de tránsito rápido de la Línea Anaranjada ya existente, y otra estación más, ubicada aproximadamente en el 7600 S. Cicero Avenue, con una nueva terminal de autobuses e instalaciones de estacionamiento.

### RESUMEN GENERAL DEL PROCESO MEDIOAMBIENTAL

La CTA y la Administración Federal de Tránsito (conocida en inglés por sus siglas “FTA”) han iniciado un proceso federal medioambiental, de acuerdo a la Ley sobre la Política Nacional Medioambiental (conocida en inglés por sus siglas “NEPA”) y están en vías de elaborar una Declaración sobre el Efecto Medioambiental (conocida en inglés por sus siglas “EIS”) para el proyecto. La EIS se elaborará en base al proceso de Análisis de Alternativas (conocido en inglés por sus siglas “AA”) que tomó lugar desde 2006 a 2009 y culminó en una Alternativa de Preferencia Local que adoptó la Junta Directiva de Tránsito de Chicago el 12 de agosto de 2009. El Proceso de AA analizó una serie de alternativas de transporte e incluyó un amplio proceso de involucramiento al público. La EIS evaluará por lo menos tres alternativas: una Alternativa sin obras de construcción; una Alternativa de Administración del Sistema de Transporte (conocida en inglés por sus siglas “TSM”), y la Alternativa de Preferencia Local que extiende la Línea Anaranjada a la Cicero Avenue cerca de la 76th Street. La EIS detallará las alternativas, el contexto medioambiental existente, los efectos posibles de la construcción y la puesta en marcha de cada alternativa, y las medidas atenuadoras propuestas para disminuir o eliminar los efectos negativos posibles.

### REUNIÓN PARA INVOLUCRAR AL PÚBLICO

Usted queda invitado a asistir una reunión para involucrar al público, con el fin de informarse en más detalle sobre el proyecto y para expresar sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los temas propuestos de evaluación, los efectos negativos posibles, y las medidas atenuadoras que habrá que incluir en la EIS.

### ¿QUÉ ES EL INVOLUCRAMIENTO AL PÚBLICO?

Se conoce el proceso de determinar el alcance, el enfoque, y el contenido de una EIS como el “involucramiento al público”. Durante este proceso de involucramiento comunitario, el público, así como las agencias

municipales, condales, estatales, y federales, tendrán la oportunidad de expresar sus opiniones y hacer comentarios. Este proceso de involucramiento se dedica a:

- Identificar las cuestiones de preocupación del público y las agencias gubernamentales por adelantado durante el proceso de evaluación medioambiental.
- Definir las cuestiones y las alternativas que serán estudiadas en la EIS.
- Ahorrar tiempo en el proceso general y agilizar la eficacia del proceso de elaborar la EIS.

### INVOLUCRAMIENTO AL PÚBLICO: Fecha y Localidad

**lunes, 21 de septiembre de 2009**

Desde las 6:00 p.m. a las 8:00 p.m.

Hancock College Preparatory High School

4034 W. 56th Street

Chicago, IL 60629

Esta localidad tiene acceso para las personas con incapacidades y las Rutas de Autobús 53A, y 55 brindan servicio de transporte hasta allá.

### ORDEN DEL DÍA Y FORMATO

**Presentación al público: 6:00 pm – 6:45 pm**

Informarse sobre el proyecto y hablar con el personal del proyecto.

Presentación y comentarios formales del público: 6:45 pm – 8:00 pm

Después de una breve presentación, habrá una oportunidad para hacer comentarios que constarán formalmente en el acta pública.

### ENTREGA DE COMENTARIOS

Además de los comentarios sobre el alcance de la EIS que se entregarán en la reunión, se aceptarán comentarios por escrito proporcionados por el público hasta el 27 de octubre de 2009, los cuales pueden entregarse por correo postal, correo electrónica, por facsímil, o al sitio de web del proyecto, a la atención de Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602.

Correo electrónico: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)

Sitio de web: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)

Facsímil: (312)-681-4297

### ADAPTACIONES PARA LAS PERSONAS CON INCAPACIDADES Y POR MOTIVOS DE IDIOMA

Para recibir una versión de formato asequible de esta notificación, o en caso de que usted tenga necesidad de un intérprete, incluso el servicio de traducción por señas, u otras adaptaciones para poder participar en esta reunión, por favor comuníquese con Darud Akbar, Government & Community Relations Officer, con cinco días de antelación de esta reunión, al (312) 681-2708, o al [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com). La información también está disponible en el sitio de web [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS).

### Projekt Przedłużenia Linii Pomarańczowej

Łączącej Midway z Ford City

Weź udział w tzw. Spotkaniu „scoping” 21 września, 2009

Informacje dla klientów: 1-888-YOUR-CTA (1-888-968-7282) • CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891)

Informacja o połączeniach: 836-7000 z każdego miejscowego numeru kierunkowego RTA TTY: 312-836-4949

Przedłużenie Linii Pomarańczowej

### OMÓWIENIE PROJEKTU

Chicago Transit Authority (CTA) proponuje ulepszenie sieci komunikacyjnej poprzez przedłużenie Linii Pomarańczowej od stacji Midway (przy lotnisku międzynarodowym Midway) do Cicero Avenue. Trasa linii będzie biegła na południe od Belt Railway Company, trasą od 59-tej ulicy do Marquette Road, przecinając Belt Railway Company Clearing Yard i jak wyżej wspomniano kończąca na Cicero Avenue. Przedłużenie obejmuje 2,3 mili nowego odcinka istniejącej już Linii Pomarańczowej kolejki miejskiej wraz z jedną dodatkową stacją i nowym terminalem autobusowym oraz parkingami w okolicach 7600 S. Cicero Avenue.

### OMÓWIENIE PROCESU DOTYCZĄCEGO OCHRONY ŚRODOWISKA NATURALNEGO

CTA i Federalny Zarząd Komunikacji Publicznej (ang: Federal Transit Administration - FTA) zainicjowały federalny proces zapewnienia ochrony środowiska naturalnego zgodnie z ustawą o państwowej polityce wobec środowiska (ang: National Environmental Policy Act - NEPA) i przygotowały oświadczenie dotyczące oceny oddziaływania projektu na środowisko (Environmental Impact Statement - EIS). EIS będzie prowadzone opierając się na procesie analizy rozwiązań alternatywnych (ang: Alternatives Analysis - AA), które były wykonane od 2006-2009 i zakończyły się 12 sierpnia 2009 wyznaczeniem alternatywnej drogi lokalnie preferowanej przez radę CTA. Proces AA przeanalizował szereg alternatyw transportowych i pozwolił na szerokie zaangażowanie lokalnej społeczności. EIS weźmie pod uwagę przynajmniej trzy alternatywne rozwiązania: zaniechanie budowy, rozwiązanie zaproponowane przez Zarząd Systemu Transportowego (ang: Transportation System Management - TSM) i rozwiązanie lokalnie preferowane, które postuluje o przedłużeniu Linii Pomarańczowej do Cicero Avenue, w pobliżu 76 Street. EIS przedstawi rozwiązania alternatywne, istniejące warunki środowiskowe, potencjalne skutki budowy i działania dotyczące każdego rozwiązania, proponowane środki łagodzące w celu zmniejszenia lub wyeliminowania potencjalnych skutków.

### SPOTKANIE „SCOPING”

Zapraszamy do wzięcia udziału w otwartym spotkaniu mającym na celu zapoznanie się z projektem i przedstawienie opinii na temat proponowanych rozwiązań, poznanie celu i potrzeby projektu, proponowanych tematów, ewaluacji i potencjalnych skutków oraz środków łagodzących, które są częścią EIS.

### CO TO JEST „SCOPING”?

Proces określenia zakresu, celu, i treści EIS nazywa się „scoping”. Podczas procesu „scoping”, zarówno mieszkańcy, jak i Urząd Miejski, Okręgowy i Stanowy mają możliwość wyrażenia swoich opinii i komentarzy. Celami procesu „scoping” są:

- wczesne określenie obaw mieszkańców i urzędów w procesie ochrony środowiska naturalnego
- zdefiniowanie problemów i alternatywnych rozwiązań, które mają być analizowane w EIS
- oszczędność czasu w ogólnym procesie i ułatwienie bardziej wydajnego procesu przygotowawczego EIS.

### SPOTKANIE „SCOPING” Data i miejsce

**Poniedziałek, 21 września, 2009**

18:00 do 20:00 wieczorem

Hancock College Preparatory High School

4034 W. 56th Street

Chicago, IL 60629

Dojazd autobusami CTA nr 53A, i 55. Miejsce spotkania przystosowane jest dla potrzeb osób niepełnosprawnych

### HARMONOGRAM I FORMAT SPOTKANIA

**Spotkanie otwarte dla wszystkich: 18:00 – 18:45 wieczorem**

Możliwość uzyskania informacji o projekcie i zapoznania się z zespołem.

Prezentacja i zgłaszanie oficjalnych stanowisk przez wszystkie strony uczestniczące: 18:45 – 20:00 wieczorem

Krótką prezentacją wraz z możliwością wpisania oficjalnych komentarzy do akt urzędowych.

### ZGŁASZANIE UWAG

Oprócz komentarzy dotyczących EIS zebranych na spotkaniu, przyjmujemy pisemne uwagi dotyczące „scoping” do 27 października, 2009, które mogą być przesyłane pocztą, email, faksem, lub poprzez witrynę internetową i adresowane do: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602.

Email : [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)

Witryna internetowa: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)

Faks: (312)-681-4297

### ADA I POMOC JĘZYKOWA

Aby otrzymać pisemną wersję tego powiadomienia, bądź jeśli potrzebujesz na tym spotkaniu tłumacza, w tym języka migowego, lub innego rodzaju pomocy, prosimy o kontakt z Darud Akbar, Government & Community Relations Officer, przynajmniej pięć dni przed spotkaniem pod numerem (312) 681-2708 lub przez email [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com). Informacje są również dostępne w witrynie internetowej [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS).





# **Orange Line Extension**

**Connecting Midway to Ford City**



## **ATTEND A PUBLIC SCOPING MEETING**

**Monday, September 21, 2009  
6:00 to 8:00 p.m.**

Hancock College Preparatory High School  
4034 W. 56th Street, Chicago  
Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station to Cicero Avenue near 76th Street.

### **We want to hear from you!**

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

### **Submit a Comment by October 27, 2009**

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009.

Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
E-mail: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)  
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Customer Information: 1-888-YOUR-CTA (1-888-968-7282)**



# Orange Line Extension



## PROJECT OVERVIEW

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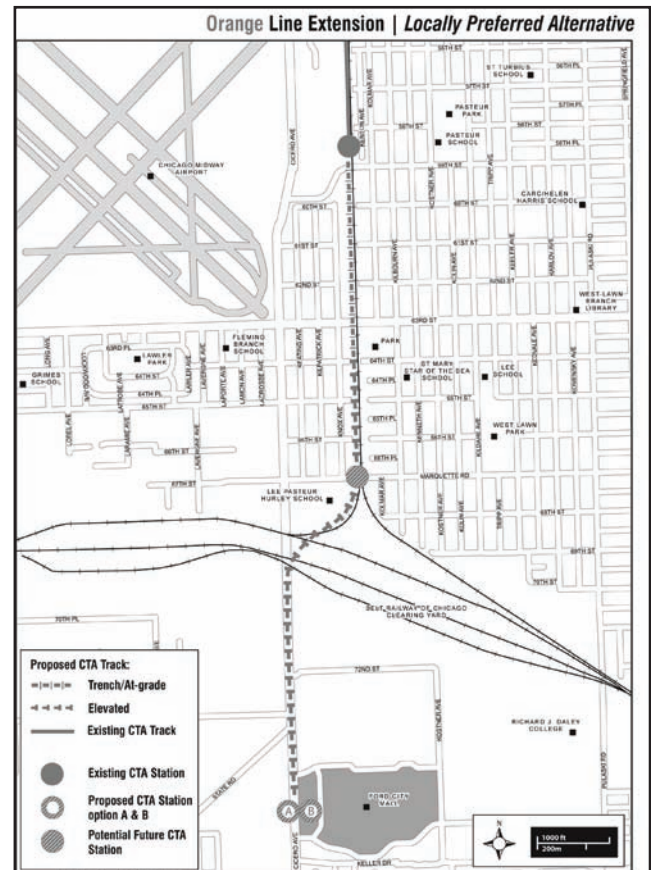
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Hancock College Preparatory High School  
4034 W. 56th Street  
Chicago, IL 60629

This location is accessible to people with disabilities and is served by CTA bus routes 53A and 55.

## ORANGE LINE EXTENSION PROPOSED ROUTE



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Email: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)

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Fax: (312)-681-4297

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**Chicago Transit Authority  
Orange Line Extension NEPA Scoping Meeting Notice**

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Orange Line from Midway Station at the Midway International Airport south along the Belt Railway Company right-of-way from 59th to Marquette Road, crossing the Belt Railway Company Clearing Yard and ending on Cicero Avenue. The extension includes 2.3 new route miles of rapid transit from the existing Orange Line and one additional station at approximately 7600 S. Cicero Avenue with new bus terminal and parking facilities.

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006 - 2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least three alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative and the Locally Preferred Alternative that extends the Orange Line to Cicero Avenue near 76th Street. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be considered in the EIS.

Monday, September 21, 2009; 6:00 p.m. to 8:00 p.m.; at the Hancock College Preparatory High School, 4034 W. 56th Street, Chicago, IL 60629. This location is accessible to people with disabilities and is served by CTA Bus Routes 53A and 55.

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail or fax to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Email: [rangeExtension@transitchicago.com](mailto:rangeExtension@transitchicago.com) Website: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS) Fax: (312) 681-297

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Darud Akbar, Government & Community Relations Officer, five days prior to the meeting at (312) 681-2708 or [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com). Information is also available at [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS). 60063619 Pub: September 8, 2009

**Chicago Transit Authority  
Red Line Extension NEPA Scoping Meeting Notice**

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. The extension includes 5.3 new route miles of rapid transit from the existing Red Line, four additional stations - at approximately 103rd, 111th, 115th and 130th Streets - with new bus terminal and parking facilities at each station.

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006-2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least four alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative, the Locally Preferred Alternative that extends the Red Line to 130th Street, and a heavy rail alternative along Halsted Street. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be considered in the EIS.

Tuesday, September 22, 2009; 6:00 p.m. to 8:00 p.m.; at the Historic Pullman Visitor Center, 11141 S. Cottage Grove Avenue, Chicago, IL 60628. This location is accessible to people with disabilities and is served by CTA bus 111, Pace bus 353, and the Metra Electric Main Line.

Thursday, September 24, 2009; 6:00 p.m. to 8:00 p.m.; at the Woodson Regional Chicago Public Library, 9525 S. Halsted Street, Chicago, IL 60628. This location is accessible to people with disabilities and is served by CTA bus 108, 112, 8A, 9, 95W and Pace bus 352.

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail or fax to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Email: [RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com) Website: [www.transitchicago.com/RedEIS](http://www.transitchicago.com/RedEIS) Fax: (312) 681-4297

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Darud Akbar, Government & Community Relations Officer, five days prior to the meeting at (312) 681-2708 or [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com). Information is also available at [www.transitchicago.com/RedEIS](http://www.transitchicago.com/RedEIS). 60063743 Pub: September 8, 2009

**Chicago Transit Authority  
Yellow Line Extension NEPA Scoping Meeting Notice**

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road. The Yellow Line Extension includes 1.6 new route miles of rapid transit from the existing Yellow Line, reconfiguration of the existing Dempster Station and one additional station at Old Orchard Road with new bus access and parking facilities.

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006-2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least three alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative and the Locally Preferred Alternative that extends the Yellow Line to Old Orchard Road. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be considered in the EIS.

Wednesday, September 23, 2009; 6:00 p.m. to 8:00 p.m.; at the Oakton Community Center, 4701 Oakton Street, Skokie, IL 60076. This location is accessible to people with disabilities and is served by CTA bus 97.

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail or fax to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Email: [YellowExtension@transitchicago.com](mailto:YellowExtension@transitchicago.com) Website: [www.transitchicago.com/YellowEIS](http://www.transitchicago.com/YellowEIS) Fax: (312) 681-4297

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Darud Akbar, Government & Community Relations Officer, five days prior to the meeting at (312) 681-2708 or [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com). Information is also available at [www.transitchicago.com/YellowEIS](http://www.transitchicago.com/YellowEIS). 60064482 Pub: September 8, 2009



## **CTA to Host Public Meeting for Proposed Orange Line Extension**

The Chicago Transit Authority is hosting a public meeting to receive input on the proposed Orange Line Extension project. Attendees will have an opportunity to provide comments on the proposed alternatives, the purpose and need for the project, the potential effects and mitigation measures to be considered in the Environmental Impact Study (EIS).

The meeting is scheduled for:

**Monday, September 21**

6:00 p.m. - 8:00 p.m.

Hancock College Preparatory High School\*

4034 W. 56<sup>th</sup> St., Chicago, IL

(\*facility is accessible to people with disabilities)

Written comments also will be accepted until October 27. Scoping comments may be submitted via mail, email or fax to the attention of:

Jeffery Busby, General Manager, Strategic Planning

Chicago Transit Authority

PO Box 7602

Chicago IL 60680-7602

OrangeExtension@transitchicago.com

Fax 312-681-4297

Attendees who require an interpreter, including sign language services, or other accommodations at the meeting should contact Darud Akbar, Government and Community Relations Officer, at 312-681-2708.

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an EIS for the project. The EIS will evaluate at least three alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative and the Locally Preferred Alternative (LPA) adopted by the Chicago Transit Board that extends the Orange Line to Cicero Avenue near 76<sup>th</sup> Street.

The EIS will build upon the Alternatives Analysis process that led to the adoption of a Locally Preferred Alternative.

The Federal Transit Administration's New Starts program requires transit project proposals to proceed through a process of planning, design and construction. The FTA process consists of five formal steps: Alternatives Analysis (AA), Environmental Impact Statement, Preliminary Engineering, Final Design and Construction.

# # #



# Southwest Shopper

Tuesday, September 8, 2009



## ATTEND A PUBLIC SCOPING MEETING

**Monday, September 21, 2009**

**6:00 to 8:00 p.m.**

Hancock College Preparatory High School

4034 W. 56th Street, Chicago

*Facility accessible to persons with disabilities.*

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street.

### **We want to hear from you!**

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and its environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

### **Submit a Comment by October 27, 2009**

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority

P.O. Box 7602, Chicago, IL 60680-7602

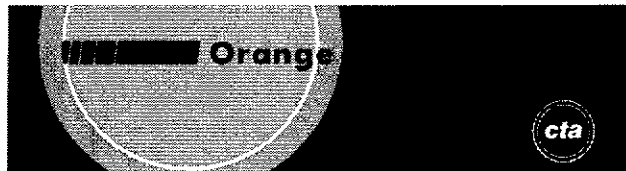
E-mail: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)

Fax: (312) 681-4297

**For More Info: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)  
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)**



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## ATTEND A PUBLIC SCOPING MEETING

**Monday, September 21, 2009**  
**6:00 to 8:00 p.m.**  
Hancock College Preparatory High School  
4034 W. 56th Street, Chicago  
Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street.

### We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

### Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
Email: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)  
Fax: (312) 681-4297

**For More Info: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)**  
**Customer Information: 1-888-YOUR-CTA (1-888-968-7282)**



## ATTEND A PUBLIC SCOPING MEETING

**Tuesday, September 22, 2009**  
**6:00 to 8:00 p.m.**  
Historic Pullman Visitor Center  
11141 S. Cottage Grove Avenue, Chicago

**Thursday, September 24, 2009**  
**6:00 to 8:00 p.m.**  
Woodson Regional Chicago Public Library  
9525 S. Halsted Street, Chicago

Information presented will be the same at both meetings. These facilities are accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street.

### We want to hear from you!

Attend one of the public scoping meetings to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

### Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

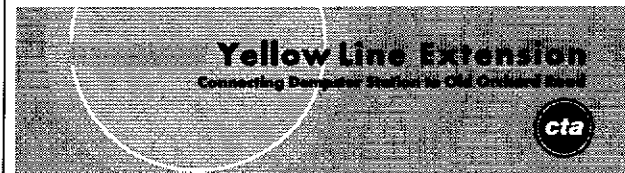
Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
Email: [RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com)  
Fax: (312) 681-4297

**For More Info: [www.transitchicago.com/RedEIS](http://www.transitchicago.com/RedEIS)**  
**Customer Information: 1-888-YOUR-CTA (1-888-968-7282)**

## BACK TO SCHOOL IN STYLE



**LEFT:** Four-year-old J.J. Harvell gets his head shaved Monday at Cain's Barber College, 365 E. 51st St., to get ready for pre-school. **ABOVE:** Makeya Thomas, 5, gets a shampoo. Cain's offered free haircuts in a program sponsored by the Chicago Area Project and state Sen. Mattie Hunter (D-Chicago) to help children look their best on the first day of school. More than 600 low-income kids were to get haircuts and bookbags at seven locations. **PHOTO GALLERY AT** [SUNTIMES.COM/PHOTOS](http://SUNTIMES.COM/PHOTOS)  
RICH HEIN/SUN-TIMES PHOTOS



## ATTEND A PUBLIC SCOPING MEETING

**Wednesday, September 23, 2009**  
**6:00 to 8:00 p.m.**  
Oakton Community Center  
4701 Oakton Street, Skokie  
Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road.

### We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

### Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:


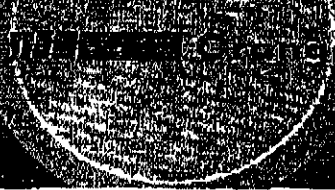
Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
Email: [YellowExtension@transitchicago.com](mailto:YellowExtension@transitchicago.com)  
Fax: (312) 681-4297

**For More Info: [www.transitchicago.com/YellowEIS](http://www.transitchicago.com/YellowEIS)**  
**Customer Information: 1-888-YOUR-CTA (1-888-968-7282)**



# Clear-Ridge Reporter

Wednesday, September 9, 2009



## ATTEND A PUBLIC SCOPING MEETING

**Monday, September 21, 2009**  
**6:00 to 8:00 p.m.**  
Hancock College Preparatory High School  
4034 W. 56th Street, Chicago  
Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street.

**We want to hear from you!**

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

**Submit a Comment by October 27, 2009**

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
Email: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)  
Fax: (312) 681-4297

**For More Info:** [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)  
**Customer Information:** 1-888-YOUR-CTA (1-888-968-7222)



## Yellow Line Extension

Connecting Dempster Station to Old Orchard Road



### ATTEND A PUBLIC SCOPING MEETING

**Wednesday, September 23, 2009**

**6:00 to 8:00 p.m.**

Oakton Community Center  
4701 Oakton Street, Skokie

Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road.

#### We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

#### Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
Email: YellowExtension@transitchicago.com • Fax: (312) 681-4297

**For More Info: [www.transitchicago.com/YellowEIS](http://www.transitchicago.com/YellowEIS)**  
**Customer Information: 1-888-YOUR-CTA (1-888-968-7282)**

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## Red Line

Connecting 95th Street to 130th Street



### ATTEND A PUBLIC SCOPING MEETING

**Tuesday, September 22, 2009**

**6:00 to 8:00 p.m.**

Historic Pullman Visitor Center  
11141 S. Cottage Grove Avenue, Chicago

Information presented will be the same at both meetings. These facilities are accessible to persons with disabilities.

**Thursday, September 24, 2009**

**6:00 to 8:00 p.m.**

Woodson Regional Chicago Public Library  
9525 S. Halsted Street, Chicago

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street.

#### We want to hear from you!

Attend one of the public scoping meetings to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

#### Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
Email: RedExtension@transitchicago.com • Fax: (312) 681-4297

**For More Info: [www.transitchicago.com/RedEIS](http://www.transitchicago.com/RedEIS)**  
**Customer Information: 1-888-YOUR-CTA (1-888-968-7282)**

## Orange



### ATTEND A PUBLIC SCOPING MEETING

**Monday, September 21, 2009**

**6:00 to 8:00 p.m.**

Hancock College Preparatory High School  
4034 W. 56th Street, Chicago

Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street.

#### We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

#### Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
Email: OrangeExtension@transitchicago.com • Fax: (312) 681-4297

**For More Info: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)**  
**Customer Information: 1-888-YOUR-CTA (1-888-968-7282)**



# Southwest News-Herald

Friday, September 11, 2009



## ATTEND A PUBLIC SCOPING MEETING

**Monday, September 21, 2009  
6:00 to 8:00 p.m.**

Hancock College Preparatory High School  
4034 W. 56th Street, Chicago

*Facility accessible to persons with disabilities.*

The Chicago Transit Authority (CTA) is proposing to make transportation improvements extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street.

### We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental community impacts to be evaluated. The input will help define the environmental studies considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

### Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted October 27, 2009. Comments may be submitted by mail, email or fax, with attention to:

Jeffrey Bosby, General Manager, Strategic Planning, Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
E-mail: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)  
Fax: (312) 681-4297

For More Info: [www.transitchicago.com/OrangeExt](http://www.transitchicago.com/OrangeExt)  
Customer Information: 1-888-YOUR-CTA (1-888-968-7228)





## ATTEND A PUBLIC SCOPING MEETING

**Monday, September 21, 2009**

**6:00 to 8:00 p.m.**

Hancock College Preparatory High School  
4034 W. 56th Street, Chicago

*Facility accessible to persons with disabilities.*

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street.

### We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

### Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
E-mail: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)  
Fax: (312) 681-4297

### For More Info:

[www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)

Customer Information:

1-888-YOUR-CTA (1-888-968-7282)



## ATTEND A PUBLIC SCOPING MEETING

**Tuesday, September 22, 2009**

**6:00 to 8:00 p.m.**

Historic Pullman Visitor Center  
11141 S. Cottage Grove Avenue, Chicago

**OR**

**Thursday, September 24, 2009**

**6:00 to 8:00 p.m.**

Woodson Regional Chicago Public Library  
9525 S. Halsted Street, Chicago

*Information presented will be the same at both meetings.  
These facilities are accessible to persons with disabilities.*

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street.

### We want to hear from you!

Attend one of the public scoping meetings to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

### Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
E-mail: [RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com) • Fax: (312) 681-4297

### For More Info:

[www.transitchicago.com/RedEIS](http://www.transitchicago.com/RedEIS)

Customer Information:

1-888-YOUR-CTA (1-888-968-7282)



Orange

cta

## ATTEND A PUBLIC SCOPING MEETING

**Monday, September 21, 2009**

**6:00 to 8:00 p.m.**

Hancock College Preparatory High School  
4034 W. 56th Street, Chicago  
Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street.

### We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

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Chicago Transit Authority  
P.O. Box 7602, Chicago, IL 60680-7602  
E-mail: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)  
Fax: (312) 681-4297

**For More Info:**  
[www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)  
Customer Information:  
1-888-YOUR-CTA (1-888-968-7282)

Red Line

Connecting 95th Street

cta

## ATTEND A PUBLIC SCOPING MEETING

**Tuesday, September 22, 2009**

**6:00 to 8:00 p.m.**

Historic Pullman Visitor Center  
11141 S. Cottage Grove Avenue, Chicago

OR

**Thursday, September 24, 2009**

**6:00 to 8:00 p.m.**

Woodson Regional Chicago Public Library  
9525 S. Halsted Street, Chicago

Information presented will be the same at both meetings.  
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# Winds of change: Hurricane season a dud so far

BY JENNIFER KAY  
The Associated Press

MIAMI — It may be tempting the weather gods just to point this out, but this has been a dud of a hurricane season so far.

Only two hurricanes have formed in the Atlantic over the past three months, and neither hit the United States — a somewhat unusual lull.

"I'm glad that I didn't have to go out and get anything — yet," said Lisette Galiana, who was shopping at a Wal-Mart in suburban Miami on Friday, around what is usually the very peak of the Atlantic hurricane season. "There's always a chance."

Forecasters attribute the calm to a weak El Nino, the periodic warming of the central Pacific Ocean. It is producing strong upper-level winds out of the west that are shearing off the tops of thunderstorm clouds that can develop into hurricanes.

Of course, the season has nearly 2½ months to go, and forecasters and emergency planners are warning people not to let their guard down, noting that powerful hurricanes have hit

in the fall, including Wilma, which cut an unusually large swath of damage across Florida in October 2005.

"It's less active, but there's still a possibility of a hurricane strike," said Gerry Bell, a hurricane forecaster at the National Oceanic and Atmospheric Administration's Climate Prediction Center in Washington.

NOAA's forecast just before the June 1 start of the Atlantic season called for nine to 14 named tropical storms, with four to seven of them becoming hurricanes. No tropical storms took shape until Aug. 15, when Ana formed. Five more have developed since then, including Claudette, which hit the Florida Panhandle. Two of those tropical storms strengthened into Hurricanes Bill and Fred.

Bill never came ashore in the United States but churned up waves blamed for at least two deaths — one in Maine, the other in Florida. Fred, meanwhile, weakened to a tropical storm Friday while it was still far out over the Atlantic.

By mid-September of last year, there had been nine tropical storms, five of them hurricanes, including Ike,



**Damage done:** The Harbor Shop bait shop in Gulfport, Miss., was among the buildings damaged by Hurricane Gustav in 2008. FILE PHOTO

which plowed into Galveston Island, Texas, on Sept. 13; Gustav, which pounded Louisiana on Sept. 1; and Dolly, which slammed south Texas in late July.

In 2005, Hurricane Katrina smashed New Orleans in late August. Hurricane Rita, the 17th named storm of that season, howled ashore near the Texas-Louisiana line on Sept. 24.

But no hurricanes at all struck the

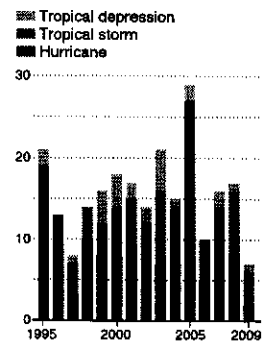
United States in 2000, 2001 or 2006. During a less active period from 1970 to 1994, there were six seasons when no hurricanes hit this country.

The Federal Emergency Management Agency advises coastal residents to maintain kits of emergency supplies and other items that might be needed in a storm.

Venus Witherspoon, of Miami,

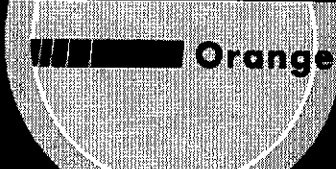
## Annual storms

So far this year, there have only been two Atlantic hurricanes. The season continues through November.




SOURCE: National Hurricane Center AP

keeps a disaster kit packed all year. "You never know when you're going to need it," she said. "I didn't have to use it last year, so I had it for this year."



**Orange**



## ATTEND A PUBLIC SCOPING MEETING

**Monday, September 21, 2009**  
**6:00 to 8:00 p.m.**  
 Hancock College Preparatory High School  
 4034 W. 56th Street, Chicago  
 Facility accessible to persons with disabilities.

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**Red Line**

Connecting 95th Street



## ATTEND A PUBLIC SCOPING MEETING

**Tuesday, September 22, 2009**  
**6:00 to 8:00 p.m.**  
 Historic Pullman Visitor Center  
 11141 S. Cottage Grove Avenue, Chicago

**Thursday, September 24, 2009**  
**6:00 to 8:00 p.m.**  
 Woodson Regional Chicago Public Library  
 9525 S. Halsted Street, Chicago

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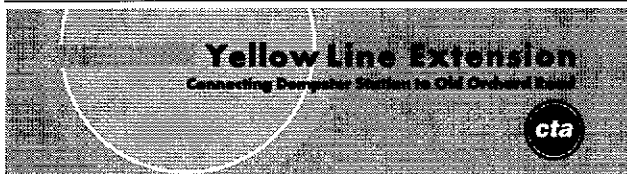
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## ATTEND A PUBLIC SCOPING MEETING

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 4701 Oakton Street, Skokie

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## Ex-prosecutor testifies about Degorski confession

Talks about disposal of weapons, grisly details of massacre

BY RUMMANA HUSSAIN  
 Criminal Courts Reporter  
 rhussain@suntimes.com

At first, he was a bit evasive and said he couldn't remember much about the brisk January evening.

But as the night turned to day on May 17, 2002, James Degorski slowly opened up about how he and Juan Luna brought a .38-caliber revolver, a knife and gloves to a Palatine Brown's Chicken to carry out what has become the area's bloodiest mass murder in recent history, former Assistant Cook County State's Attorney Michael McHale testified Monday.

In his lengthy confession, Degorski told McHale of the horror he and Luna unleashed inside the restaurant and how they disposed of the two weapons in the Fox River, McHale said. Degorski also allegedly recounted gruesome details of watching the scared skinny boy offer a wad of cash in exchange for his freedom

and how the two older men he shot were kneeling in the cooler facing away from him when he fired the bullets.

"He did tell me substantially more information," said McHale — now a judge — about the three-hour conversation he had with Degorski, capping off the prosecution's case. "His statement to me was reliable. . . . I believed him."

Just two days after that interrogation, Cook County Jail emergency medical technician Alecia Hines said Degorski shrugged off the murders as something he engaged in for "fun" and expressed amazement at the prominent news surrounding his and Luna's arrests.

"Oh, we made the front-page news," Hines testified Degorski said.

McHale spent the bulk of his testimony testily responding to questions from

Susan Smith, one of Degorski's attorneys. McHale assured Smith he read Degorski his Miranda rights, made sure to ask him if he needed anything to drink or eat and that he wasn't mistreated by Palatine officers.

McHale told jurors he also asked Degorski if he wanted to videotape his confession, but Degorski refused and said cameras would make him "nervous."

During eight days of testimony, prosecutors never presented a four-minute videotaped interview of Degorski by authorities.

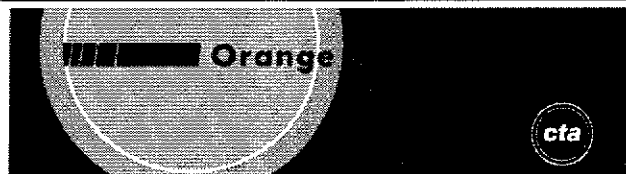
The tape shows Degorski admitting his role — then saying he does not want to be videotaped.

"During the robbery, you shot two people in the cooler, and Juan shot the other five. . . . Is that correct?" McHale asks him.

"Right," Degorski says. *Comment at suntimes.com.*



James Degorski



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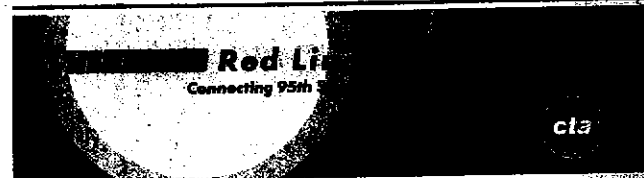
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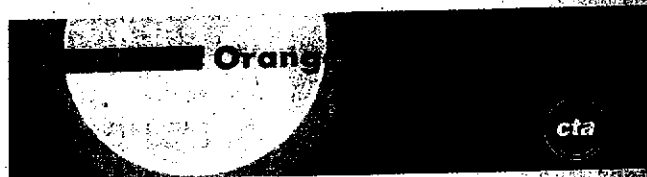
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## Extensión de la Línea Amarilla

### ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO

**lunes, 21 de septiembre de 2009**  
**6:00 to 8:00 p.m.**  
 Hancock College Preparatory High School  
 4034 W. 56th Street, Chicago  
 Esta localidad tiene acceso para las personas con incapacidades.

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Amarilla desde la Dempster Station a la Old Orchard Road.

**¡Queremos oír sus opiniones!**


Asista a una reunión de involucramiento al público, para enterarse en más detalle sobre el proyecto y para expresar sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los efectos medioambientales y comunitarios que habrá que considerarse en el borrador de la Declaración sobre el Efecto Medioambiental (conocida en inglés por sus siglas "EIS"), programada para repaso por el público a fines del 2010.

**Entregue sus comentarios hasta el día 27 de octubre de 2009.**

Además de los comentarios que se entregarán en la reunión, se aceptarán comentarios por escrito hasta el 27 de octubre de 2009, los cuales pueden entregarse por correo postal, correo electrónico, por facsímil, a la atención de:

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**Información al cliente: 1-888-YOUR-CTA (1-888-968-7282)**



## Extensión de la Línea Amarilla

Que conecta la estación de la Dempster a la Old Orchard Road

### ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO

**miércoles, 23 de septiembre de 2009**  
**6:00 to 8:00 p.m.**  
 Oakton Community Center  
 4701 Oakton Street, Skokie  
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## Extensión de la Línea Roja

### ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO

**martes, 22 de septiembre de 2009**  
**6:00 to 8:00 p.m.**  
 Historic Pullman Visitor Center  
 11141 S. Cottage Grove Avenue, Chicago

**jueves, 24 de septiembre de 2009**  
**6:00 to 8:00 p.m.**  
 Woodson Regional Chicago Public Library  
 9525 S. Halsted Street, Chicago

Se presentará la misma información en ambas reuniones. Esta localidad tiene acceso para las personas con incapacidades.

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Roja desde la estación de la 95th Street a las inmediaciones de la 130th Street.

**¡Queremos oír sus opiniones!**


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## Extensión de la Línea Roja

Que conecta la estación de la 95th Street a las inmediaciones de la 130th Street

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# CTA PUBLIC SCOPING MEETING

## **Orange Line Extension Project – Environmental Impact Statement (EIS)**

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street. Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. In addition to comments received at the meeting, written scoping comments will be accepted until October 27, 2009.

**Attend the Public Scoping Meeting:**

**Monday, September 21, 2009**

**6:00 to 8:00 p.m.**

**Hancock College Preparatory High School**

**4034 W. 56th Street**

**Chicago, IL**

**For More Info: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)**

**\*Facility accessible to people with disabilities.**

**[transitchicago.com](http://transitchicago.com)**

**Customer Information: 1-888-YOUR-CTA (1-888-968-7282) CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891)  
Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949**





## **Appendix H – Scoping Meeting Materials**





The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: \_\_\_\_\_

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. **Fax:** (312)681-4297, **Email:** [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com), **Website:** [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS), **Customer Information:** 1-888-YOUR-CTA (1-888-968-7282), **Hearing & Speech Impaired:** 1-888-CTA-TTY1 (1-888-282-6891), **Transit Information:** 836-7000 from any local area code **RTA TTY:** 312-836-4949



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Jeffrey Busby, General Manager  
Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602

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Tape Ends Before Mailing

Deadline to submit comments:  
October 27, 2009



*Connecting Midway to Ford City*

**Orange Line Extension**





Date: September 21, 2009

## Scoping Meeting Speaker Card

Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Thank you for your interest in the Orange Line Expansion project.

Name: \_\_\_\_\_

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Preliminary Draft - For Internal Review Only



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Name: \_\_\_\_\_

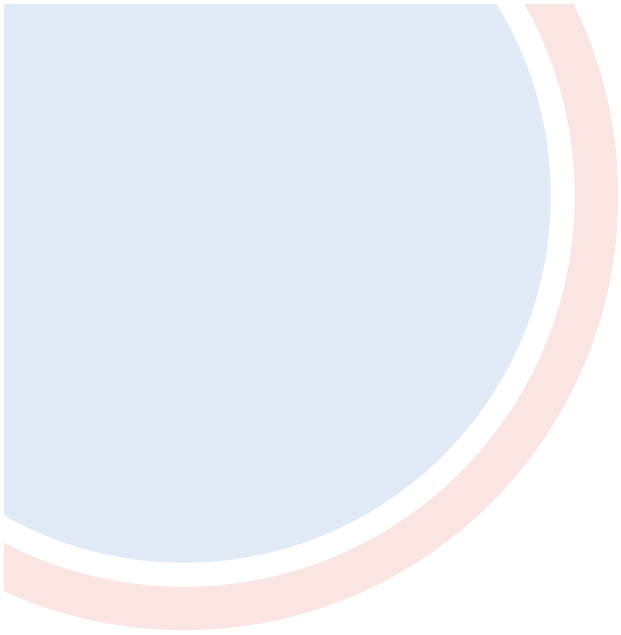
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Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Preliminary Draft - For Internal Review Only





# **Orange Line Extension**

## **Connecting Midway to Ford City**



**Environmental Impact Statement Scoping Information**

**September 2009**







## INTRODUCTION

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Orange Line, a heavy rail transit line, to connect Midway Station at the Midway International Airport to Ford City. CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental impacts of constructing and operating the extension.

## PURPOSE OF THE EIS AND SCOPING PROCESSS

In accordance with the National Environmental Policy Act (NEPA), CTA and FTA have initiated the environmental review process for the Orange Line Extension. An EIS will be prepared to identify impacts related to project construction and operation. As part of the initial phase of the environmental process, a public scoping meeting will be hosted to receive public comments on the alternatives and issues that should be examined as part of the environmental analysis. This public meeting is also a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which requires project proponents to provide opportunities for public participation in transportation decision-making.

The process of determining the scope, focus and content of an EIS is known as “scoping.” Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.





## ENVIRONMENTAL ANALYSIS

Environmental issues to be examined in the EIS include:

- Cultural resources
- Wildlife and ecosystems
- Energy use
- Land acquisition, displacements and relocations
- Land use
- Natural resources (including air quality and water resources)
- Neighborhood compatibility and environmental justice
- Parklands/ recreational facilities
- Safety and security
- Transportation
- Visual and aesthetic impacts
- Noise and vibration
- Zoning and economic development and secondary development

## PROJECT OVERVIEW

In 2006, the Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) began the Alternatives Analysis process, for the proposed Orange Line Extension. As part of a two step screening process, CTA has held two public meetings over the past two years in order to gather input from the public regarding alternative options. CTA evaluated several alternatives and has adopted the Fixed Guideway Alternative as the Locally Preferred Alternative (LPA) for further study in the EIS. The proposed Orange Line Extension will be further refined during the conceptual design phase of the project and is being carried forward for additional study in the EIS.





## PROJECT ALTERNATIVES TO BE EVALUATED IN THE EIS

The EIS will include an evaluation of the following alternatives:

### **No Build Alternative**

The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements that are already in the Chicago Metropolitan Agency for Planning (CMAP) Transportation Improvement Program. The Orange Line Project Area has one road improvement project included in the FY 2007 – 2012 Transportation Improvement Program (TIP), the Cicero Avenue Smart Corridor Project from 37th Street to 63rd Street scheduled for completion in 2009. All elements of the No Build Alternative are included in each of the other alternatives.

Summary:

- Existing transportation system
- Plus committed transportation improvements: the Cicero Avenue Smart Corridor Project
- Bus transit service focused on the preservation of existing services and projects
- Transit network projected to be substantially the same

### **Transportation System Management (TSM) Alternative**

The proposed TSM Alternative is a Bus Rapid Transit (BRT) alternative that operates west on 59th Street from the 59th Street Midway Station bus terminal to Cicero Avenue, and then south on Cicero Avenue from 59th Street to approximately 76th Street.

Summary:

- No Build Alternative, plus:
- Bus Rapid Transit (BRT) that operates from 59th Street Midway Station bus terminal to approximately 76th Street
- 2.3 miles long with no intermediate stops
- Operates in mixed traffic with signal priority on Cicero Avenue segment; no exclusive lanes along Cicero Avenue portion
- Park-and-ride facility at approximately 7600 S. Cicero
- Bus route **67** 67th/69th/71st re-routed to terminate at the new Ford City Station





### **Locally Preferred Alternative (LPA): Fixed Guideway Alternative**

The proposed LPA would extend the heavy rail transit line from Midway Station at the Midway International Airport south along the Belt Railway Company (BRC) right of way from 59th Street to Marquette Road, crossing the Belt Railway Company Clearing Yard and ending on Cicero Avenue.

Summary:

- No Build Alternative, plus:
- Heavy rail transit line extension from Midway Station to new Ford City terminal station
- 2.3 mile extension with no intermediate stops (conceptual alignment design allows for one future station in the vicinity of the elevated structure at Marquette Road)
- Operates partly in a trench and partly at-grade along the Belt Railway Company of Chicago right of way between the existing Midway station and approximately 6400 south, where it would transition to an elevated structure above Marquette Road. It would travel under 59th Street and 63rd Street allowing those cross streets to remain open to traffic. It then would veer to the southwest over the BRC Clearing Yard and then continue south on an elevated structure in the median of Cicero Avenue to a new Ford City terminal station located on Cicero Avenue at approximately 76th Street
- Park-and-ride facility and improved bus terminal at new proposed Ford City terminal station
- Pace buses from the south will continue to directly serve Midway Station
- Route **67** 67th/69th/71st re-routed to terminate at the new proposed Ford City terminal station
- Two alignment options along Cicero Avenue to 76th Street will be studied in EIS: 1) alignment above the median of Cicero Avenue (recommended to reduce property acquisition costs and impacts to existing businesses) and 2) alignment located directly east of the Cicero Avenue right-of-way

**Other alternatives may also be identified in the scoping process.**



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## PROJECT PURPOSE AND NEED

The purpose of the Orange Line Extension project is to improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses, support the area's ongoing economic development efforts, and strengthen the competitiveness of transit in the reverse commute market.

The need for the project is based on the following considerations:

- Access to the Orange Line is currently constrained by limited parking availability
- Access to the Orange Line by bus or auto is unreliable due to congestion approaching the existing terminal station
- Few uncongested roadways are available to access the current Orange Line terminal because of wider than usual arterial street spacing, limiting mobility for residents and businesses.

## PUBLIC PARTICIPATION

Throughout the EIS process, CTA will offer a number of opportunities for you to get involved in the Orange Line Extension project. Whether you want to take an active role in shaping this project or just want to stay informed, CTA looks forward to your participation in the months ahead. To ensure that the issues most important to residents, public agencies, and other involved parties are addressed in this review, CTA is hosting a scoping meeting to collect public input. The input gathered from the scoping meeting will help shape the scope of the study, its design efforts and the assessment criteria used in evaluating improvement options.

Additional opportunities to participate will be provided throughout the environmental review process in order to solicit feedback regarding specific needs and concerns.





## HOW TO PARTICIPATE

### **Attend a Meeting**

Monday, September 21, 2009

6:00 p.m. to 8:00 p.m.

Hancock College Preparatory High School

4034 W. 56th Street

Chicago, IL 60629

Oral and written comments can be made at the meetings.

### **Comment**

Provide written comments on the proposed project alternatives and potential environmental impacts. Comments will be considered in the scoping process if received by October 27, 2009.

Mail your comments to:

Jeffrey Busby

General Manager, Strategic Planning

Chicago Transit Authority

P.O. Box 7602

Chicago, IL 60680-7602

Or e-mail:

[OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)

Comments can be submitted by mail or e-mail.

### **Stay Involved**

For project information, visit: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)

If you would like to be added to the project mailing list or e-list for future updates, please send your contact information to Darud Akbar, Government & Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, call (312) 681-2708 or e-mail [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com).



## THE DECISION MAKING PROCESS AND NEXT STEPS

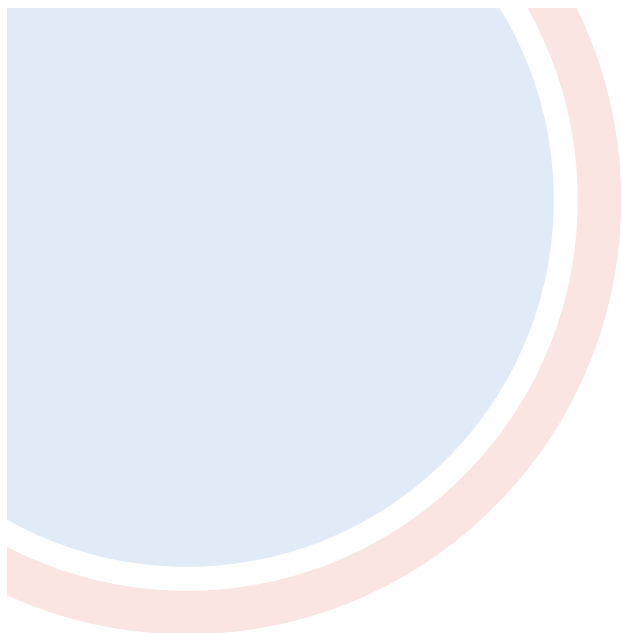
After the scoping period, CTA will start preliminary engineering and prepare a Draft EIS. The public will have an opportunity to comment on the Draft EIS during a 45-day public comment period. During the review period, CTA will host public hearings to receive comments on the Draft EIS from the public and agencies. CTA will then prepare a Final EIS that includes responses to public comments.

The Federal Transit Administration (FTA) will consider the Final EIS and prepare a Record of Decision (ROD) selecting the preferred alternative. Issuance of the ROD indicates that CTA has satisfied all of the requirements of the National Environmental Policy Act (NEPA). While CTA can advance on preliminary engineering concurrently with the environmental analysis, the issuance of the ROD will allow CTA to move forward with final design and construction of the Orange Line.

### TARGETED PROJECT SCHEDULE

Fall 2009	2010-2011	2011-2013	2016
Public Scoping Meeting, September 21, 2009	Preliminary Engineering and Draft EIS	Final EIS, ROD, Final Design, Start of Construction	Open for Operation





# **Przedłużenie Linii Pomarańczowej**



## **Łączącej Midway z Ford Cit**

Informacje wyjaśniające dotyczące oddziaływania na środowisko

Wrzesień 2009







## WSTĘP

Chicago Transit Authority (CTA) proponuje poprawę transportu poprzez przedłużenie Linii Pomarańczowej, popularnej linii torowej, w celu połączenia stacji Midway przy międzynarodowym lotnisku Midway z Ford City. CTA i Federalny Zarząd Komunikacji Publicznej (ang. Federal Transit Administration - FTA) przygotowują oświadczenie dotyczące oceny oddziaływania na środowisko (ang: Environmental Impact Statement - EIS), które oszacuje, jaki wpływ na środowisko będą miały budowa i działalność proponowanego przedłużenia linii.

## CEL EIS I PROCESU SCOPING:

Zgodnie z ustawą o państwowej polityce wobec środowiska (ang: National Environmental Policy Act - NEPA), CTA i FTA zainicjowały proces analizy środowiskowej dla przedłużenia Linii Pomarańczowej. EIS zostanie przygotowane w celu identyfikacji wpływów budowy i działalności przedłużenia linii pomarańczowej na środowisko naturalne. Częścią wstępnej fazy procesu środowiskowego będzie otwarte spotkanie scoping, na którym będzie można zgłaszać oficjalne uwagi dotyczące rozwiązań alternatywnych i kwestii, które należy rozpatrzyć w ramach analizy wpływu na środowisko. To spotkanie otwarte jest również wymogiem ustawy o bezpiecznym, odpowiedzialnym, elastycznym i sprawnym transporcie: zapis dla użytkowników (ang. SAFETEA-LU), która wymaga od zwolenników projektu umożliwienia udziału w podejmowaniu decyzji zainteresowanym stronom.

Proces określenia zakresu, celu, i treści EIS nazywa się „scoping”. Spotkania scoping stwarzają możliwość zebrania informacji od zainteresowanych stron oraz agencji rządowych. W szczególności, proces scoping pozwala agencjom i zainteresowanym stronom przedstawić opinie na temat proponowanych rozwiązań, celu i potrzeby projektu, proponowanych tematów ewaluacji i potencjalnych skutków, oraz środków łagodzących, które należy rozpatrzyć.





## ANALIZA OCHRONY ŚRODOWISKA

Kwestie środowiskowe do analizy w EIS dotyczą:

- zasobów kulturowych
- przyrody i ekosystemów
- zużycia energii
- nabycia terenu, przemieszczenia i relokalizacji
- użytkowania terenu
- zasobów naturalnych (włącznie z jakością powietrza i zasobów wodnych)
- przydatności dla lokalnej społeczności i zminimalizowania wpływu na środowisko
- terenów parków/obiektów rekreacyjnych
- bezpieczeństwa i ochrony
- transportu
- skutków wizualnych i estetycznych
- hałasu i drgań
- rozwoju przestrzennego i ekonomicznego oraz rozwoju wtórnego

## OMÓWIENIE PROJEKTU

W 2006 roku CTA i FTA rozpoczęły proces analizy rozwiązań alternatywnych dla proponowanego przedłużenia Linii Pomarańczowej. W ramach dwufazowego procesu kwalifikacyjnego, CTA zorganizowało dwa spotkania otwarte w celu zebrania opinii zainteresowanych stron w sprawie alternatywnych opcji w ciągu dwóch ostatnich lat. CTA wzięło pod uwagę wiele różnych alternatywnych rozwiązań i uznało stały pas torowy za lokalnie preferowane rozwiązanie (ang: Locally Preferred Alternative - LPA) do dalszych badań w ramach EIS. Proponowane przedłużenie Linii Pomarańczowej zostanie dopracowane podczas fazy projektowania conceptualnego, a następnie przekazane do dalszej analizy w ramach EIS.





## ROZWIĄZANIA ALTERNATYWNE, KTÓRE BĘDĄ ANALIZOWANE W RAMACH EIS

EIS weźmie pod uwagę następujące alternatywne rozwiązania:

### **Zaniechanie budowy**

Alternatywa zaniechania budowy obejmuje istniejący system transportowy oraz dowolne planowane ulepszenia transportowe, które są obecnie rozpatrywane w ramach programu ulepszeń transportu Agencji Planowania Przestrzennego Metropolii Chicago (ang: Chicago Metropolitan Agency for Planning - CMAP). Obszar projektu Linii Pomarańczowej posiada jeden projekt ulepszenia drogi, zawarty w programie ulepszenia transportu (ang: Transportation Improvement Program - TIP) na lata 2007-2012, projekt Korytarza Cicero Avenue (ang: Cicero Avenue Smart Corridor) od 37 Street do 63 Street, z zaplanowanym zakończeniem w roku 2009. Wszystkie składniki alternatywy zaniechania budowy są zawarte w każdym z pozostałych rozwiązań alternatywnych.

Podsumowanie:

- istniejący system transportowy
- dodatkowe zaplanowane ulepszenia transportowe: projekt Cicero Avenue Smart Corridor
- autobusowe usługi transportowe, skoncentrowane na zachowaniu istniejących usług i projektów
- sieć transportowa przewidywana zasadniczo w niezmienionym stanie

### **Rozwiązanie zaproponowane przez Zarząd Systemu Transportowego (ang: Transportation System Management - TSM)**

Proponowanym rozwiązaniem alternatywnym TSM jest transport autobusowy (ang: Bus Rapid Transit - BRT) obsługujący obszar na zachód od 59 Street, od stacji autobusowej Midway przy 59 Street do Cicero Avenue i następnie na południe wzdłuż Cicero Avenue od 59 Street do mniej więcej 76 Street.

Podsumowanie:

- alternatywa zaniechania budowy, plus:
- transport autobusowy (BRT) obsługujący obszar od stacji autobusowej Midway przy 59 Street do 76 Street
- trasa o długości 2,3 mili bez żadnych pośrednich przystanków
- działa w ruchu o mieszanym natężeniu z pierwszeństwem przejazdu na odcinku Cicero Avenue, bez wyłącznych pasów wzdłuż Cicero Avenue
- miejsce parkingowe „park-and-ride” w okolicy 7600 S. Cicero Avenue
- trasa autobusowa nr 67 wzdłuż ulic 67/69/71 ze zmienionym zakończeniem biegu przy nowej stacji Ford City





### **Alternatywa Lokalnie Preferowana (LPA): stały pas torowy**

Proponowana LPA przedłużyłaby popularną linię torową od stacji Midway przy międzynarodowym lotnisku Midway, na południe od Belt Railway Company (BRC), trasą od 59-tej ulicy do Marquette Road, przecinającą Belt Railway Company Clearing Yard i kończącą się na Cicero Avenue.

Podsumowanie:

- alternatywa zaniechania budowy, plus:
- przedłużenie popularnej linii torowej od stacji Midway do nowej stacji Ford City
- przedłużenie o długości 2,3 mil bez pośrednich przystanków (projekt dostosowania koncepcyjnego pozwala na lokalizację jednego przystanku w pobliżu podwyższonej konstrukcji przy Marquette Road)
- przebiega częściowo w zagłębieniu i częściowo na poziomie ulicy wzdłuż drogi Belt Railway Company of Chicago, pomiędzy istniejącą stacją Midway i 6400 na południe, gdzie kolejka wjeżdżałaby na podwyższoną konstrukcję nad Marquette Road. Trasa prowadziłaby pod 59 Street i 63 Street, pozwalając tym poprzecznym ulicom na pozostanie otwartymi dla ruchu; następnie zmieniałaby kierunek na południowy-zachód powyżej BRC Clearing Yard i dalej kontynuowałaby na południe na podniesionej konstrukcji w pasie rozdzielającym dwa kierunki ruchu na Cicero Avenue, do nowej stacji końcowej Ford City znajdującej się na Cicero Avenue w pobliżu 76 Street
- miejsce parkingowe „park-and-ride” oraz odnowiona stacja autobusowa przy nowej proponowanej stacji końcowej Ford City
- autobusy Pace z południa będą bezpośrednio obsługiwały stację Midway
- trasa autobusowa 67 ulic 67/69/71 z nowym zmienionym zakończeniem na nowej proponowanej stacji końcowej Ford City
- EIS weźmie pod uwagę dwie opcje wzdłuż Cicero Avenue do 76 Street: 1) opcję powyżej pasa rozdzielającego kierunki ruchu na Cicero Avenue (zalecane w celu obniżenia kosztów nabycia terenu i zmniejszenia skutków dla istniejących biznesów) oraz 2) opcję umieszczenia trasy bezpośrednio na wschód od Cicero Avenue.

**Inne alternatywne rozwiązania mogą również być rozpatrywane w procesie scoping.**









## CEL I POTRZEBA PROJEKTU

Celem projektu przedłużenia Linii Pomarańczowej jest poprawa dostępu do już istniejącej Linii Pomarańczowej dla południowo-zachodniej strony i mieszkańców południowo-zachodnich przedmieść i biznesów, wsparcie istniejących działań rozwoju ekonomicznego, oraz wzmocnienie konkurencyjności usług transportowych na rynku o spadkowym trendzie. The need for the project is based on the following considerations:

Potrzeba realizacji projektu oparta jest na następujących rozważaniach:

- dostęp do Linii Pomarańczowej jest obecnie ograniczony niewystarczającą ilością miejsc parkingowych
- dostęp do Linii Pomarańczowej autobusem lub samochodem jest utrudniony z powodu dużego zagęszczenia ruchu drogowego powstającego przy istniejącej stacji końcowej
- dostępnych jest kilka nieprzebieżonych dróg, które prowadzą do obecnej końcowej stacji Linii Pomarańczowej z powodu szerszego niż gdzie indziej rozmieszczenia głównych ulic, ograniczającego mobilność mieszkańców i biznesów.

## UDZIAŁ ZAINTERESOWANYCH STRON

W trakcie procesu EIS, CTA stworzy wszystkim zainteresowanym stronom wiele możliwości do zaangażowania się w rozwój projektu przedłużenia Linii Pomarańczowej. Jeśli pragniesz aktywnie uczestniczyć w kształtowaniu tego projektu lub jeśli chcesz być jedynie na bieżąco otrzymywać informacje, CTA zachęca do zaangażowania się w plan w nadchodzących miesiącach. CTA zorganizuje spotkanie scoping w celu zapoznania się ze stanowiskami wszystkich zainteresowanych stron w celu rozpatrzenia najbardziej istotnych kwestii dotyczących mieszkańców, agencji publicznych, oraz innych zaangażowanych stron. Wkład zgromadzony w czasie spotkania scoping pomoże ukształtować zakres badań, wysiłków projektowych, oraz kryteria oceny do wykorzystania podczas ewaluacji proponowanych rozwiązań.

W ciągu całego procesu analizy ochrony środowiska stworzonych będzie wiele możliwości uczestniczenia w nim w celu zgromadzenia opinii na temat określonych potrzeb i uwag.



## W JAKI SPOSÓB UCZESTNICZYĆ

### **Weź udział w spotkaniu**

Poniedziałek, 21 września, 2009

18:00 do 20:00 wieczorem

Hancock College Preparatory High School

4034 W. 56th Street

Chicago, IL 60629

Na spotkaniach można przedstawiać ustne i pisemne uwagi.

### **Prosimy o komentarze**

Prosimy o przekazanie nam pisemnych uwag na temat proponowanych alternatywnych rozwiązań i potencjalnych skutków środowiskowych. Uwagi otrzymane przed 27 października, 2009 roku zostaną wzięte pod uwagę w procesie scoping.

Uwagi należy wysyłać do:

Jeffrey Busby

General Manager, Strategic Planning

Chicago Transit Authority

P.O. Box 7602

Chicago, IL 60680-7602

lub pocztą elektroniczną:

OrangeExtension@transitchicago.com

Uwagi mogą być wysyłane pocztą lub pocztą elektroniczną.

### **Zachęcam do zaangażowania się**

Informacje na temat projektu dostępne są w witrynie internetowej: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)

Jeśli chcesz dodać swoje nazwisko do listy emailowej projektu lub do elektronicznej listy przyszłych uaktualnień, prosimy o wysłanie informacji kontaktowych do Darud Akbar, Government & Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, telefon (312) 681-2708, lub pocztą elektroniczną na adres [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com).



## PROCES PODEJMOWANIA DECYZJI I DALSZE KROKI

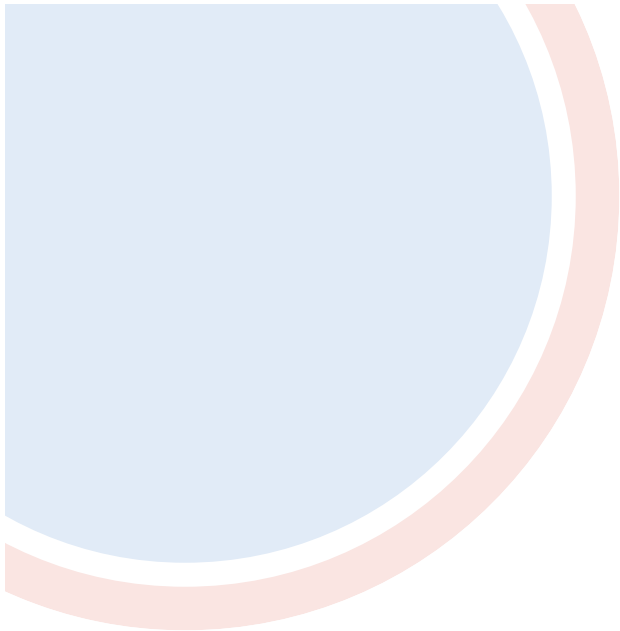
Po zakończeniu procesu scoping, CTA rozpocznie wstępne prace inżynierskie i przygotuje szkic EIS. Zainteresowane strony będą miały okazję do przedstawienia uwag na temat szkicu EIS podczas 45-dniowego okresu przyjmowania oficjalnych komentarzy. W okresie analizy, CTA będzie prowadziło spotkanie otwarte dla zainteresowanych stron w celu zebrania uwag dotyczących szkicu EIS od zainteresowanych stron i agencji. Następnie CTA przygotuje końcowe EIS, które obejmie odpowiedzi zainteresowanych stron.

FTA rozpatrzy końcowe EIS i przygotuje zapis decyzji (ang: Record of Decision - ROD) wybierając preferowane rozwiązanie. Opublikowanie ROD oznacza, że CTA spełniło wszystkie wymagania NEPA. Podczas, gdy CTA może jednocześnie prowadzić wstępne prace inżynierskie i analizę ochrony środowiska, opublikowanie ROD pozwoli CTA na kontynuację końcowych prac projektowych i konstrukcyjnych Linii Pomarańczowej.

### PLANOWANY HARMONOGRAM PROJEKTU

Jesie 2009	2010-2011	2011-2013	2016
Otwarte spotkanie scoping 21 września, 2009	Wstępne prace inżynierskie i szkic EIS	Końcowy EIS, ROD, końcowe prace projektowe, początek budowy	Uruchomienie przedłużenia





## **Extensión de la Línea *Anaranjada***

**Que conecta el aeropuerto Midway a Ford City**

Información sobre el Involucramiento al Público en la Declaración sobre el Efecto Medioambiental

Septiembre de 2009







## INTRODUCCIÓN

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Anaranjada, una línea ferroviaria de tránsito pesado, con el fin de conectar la Estación de Midway, ubicada en el Aeropuerto Internacional de Midway, a Ford City. La CTA y la Administración Federal de Tránsito (conocida en inglés por sus siglas “FTA”) pasarán a preparar una Declaración sobre el Efecto Medioambiental (conocida en inglés por sus siglas “EIS”), la cual evaluará los efectos medioambientales de construcción y de funcionamiento de la extensión.

## PROPÓSITO DE LA EIS Y EL PROCESO DE INVOLUCRAMIENTO AL PÚBLICO

De acuerdo con la Ley sobre la Política Nacional Medioambiental (conocida en inglés por sus siglas “NEPA”), la CTA y la FTA han iniciado un proceso de estudio medioambiental para la Extensión de la Línea Anaranjada. Se elaborará una EIS para identificar los efectos relativos a las obras de construcción y el funcionamiento de la línea. Como parte de la etapa inicial del estudio medioambiental, se celebrará una reunión para involucrar al público con el fin de recibir comentarios por parte del público sobre las alternativas y las cuestiones que deben considerarse como parte del análisis medioambiental. Esta reunión con el público también es un requisito de la Ley sobre la Equidad del Transporte Seguro, Confiable, Flexible y Eficiente: Un Legado para Usuarios (conocida en inglés por sus siglas “SAFETEA-LU”), la cual exige que los proponentes del proyecto ofrezcan oportunidades para que participe el público en la toma de decisiones sobre el transporte.

Se conoce el proceso de determinar el alcance, el enfoque, y el contenido de una EIS como el “involucramiento al público”. Las reuniones de involucramiento constituyen una oportunidad idónea para obtener información de las entidades públicas y gubernamentales. En particular, el proceso de involucramiento pide a las entidades y a las personas interesadas que expresen sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los temas propuestos de evaluación, los efectos negativos posibles, y las medidas atenuadoras que habrán que tener en cuenta.





## ANÁLISIS MEDIOAMBIENTAL

Las cuestiones medioambientales que se estudiarán en la EIS son como siguen:

- Recursos culturales;
- Flora y fauna naturales y ecosistemas;
- Uso de energía;
- Adquisición de tierras, desplazamientos, y reubicaciones;
- Uso de tierras;
- Recursos naturales (incluso la calidad del aire y los recursos acuáticos);
- Compatibilidad de los vecindarios y la equidad medioambiental;
- Tierras de parque verde/ instalaciones recreativas
- Seguridad y protección;
- Transporte;
- Efectos visuales y estéticos;
- Ruidos y vibraciones;
- Planificación por zonas y el desarrollo económico y secundario.

## REPASO DEL PROYECTO

En 2006, la Chicago Transit Authority (CTA) y la Administración Federal de Tránsito (FTA) iniciaron un proceso de análisis de alternativas para la extensión propuesta de la Línea Anaranjada. Como parte de este proceso de revisión de dos etapas, la CTA ha celebrado dos reuniones públicas durante los últimos dos años, con el fin de recoger opiniones del público sobre las alternativas posibles. La CTA evaluó varias alternativas y ha adoptado la Alternativa del Alineamiento Fijo y Dedicado como la Alternativa de Preferencia Local (conocida en inglés por sus siglas “LPA”) para mayor estudio en la EIS. Se irá perfeccionando la Extensión de la Línea Anaranjada propuesta durante la etapa del diseño conceptual del proyecto y se someterá a mayor estudio durante la etapa de la EIS.





## ALTERNATIVAS DEL PROYECTO QUE SERÁN EVALUADAS EN LA EIS

### **Alternativa sin Obras de Construcción**

La Alternativa sin Obras de Construcción se define como el sistema de transporte ya existente, además de las otras mejoras de transporte para las cuales ya se ha contraído el compromiso de realizarlas y que ya quedan incluidas en el Programa de Mejoras de Transporte de la Dirección Metropolitana de Chicago para la Planificación (conocida en inglés por sus siglas “CMAP”). En el área del proyecto de la Línea Anaranjada hay un proyecto de mejoras de un camino que ya figura en el Programa de Mejoras de Transporte (conocida en inglés por sus siglas “TIP”) para los ejercicios fiscales de 2007-2012, o sea, el Proyecto del Corredor de Transporte de Logística Eficiente de la Cicero Avenue, que va desde la 37th Street a la 63rd Street y que ya está programado para acabar en 2009. Todos los elementos de la Alternativa sin Obras de Construcción se incluyen en cada una de las otras alternativas

Para resumir:

- Sistema de transporte ya existente;
- Además de las otras mejoras de transporte para las cuales ya se ha contraído el compromiso de realizarlas: el Proyecto del Corredor de Transporte de Logística Eficiente de la Cicero Avenue;
- Servicio de tránsito por autobús que se enfoca sobre la conservación de servicios y proyectos ya existentes;
- La red de tránsito propuesta será básicamente la misma que ahora.

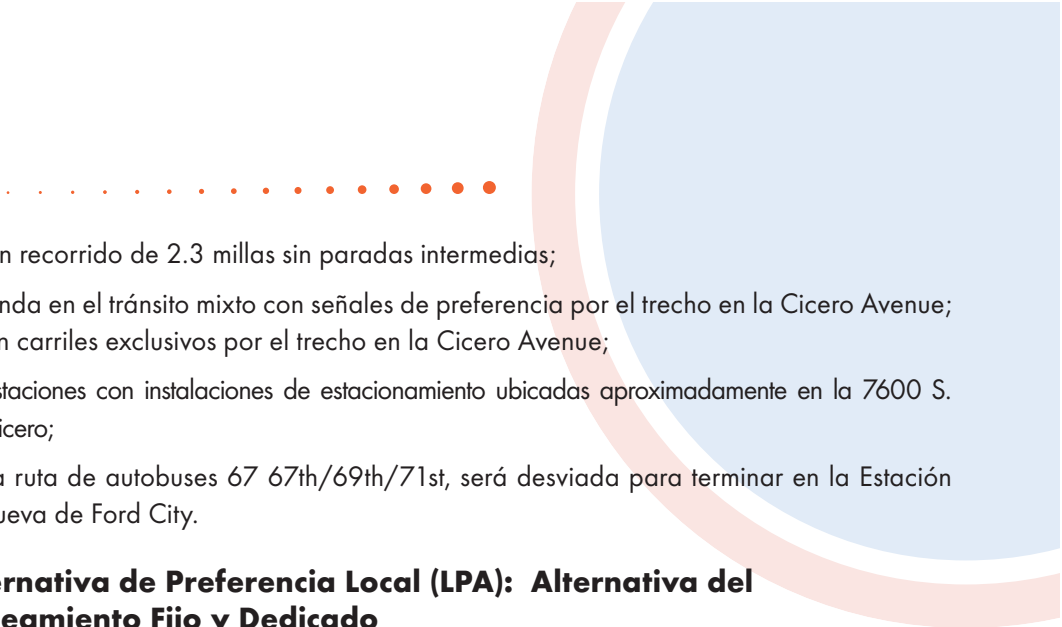
### **Alternativa de Administración del Sistema de Transporte (conocida en inglés por sus siglas “TSM”)**

La Alternativa propuesta de TSM es una alternativa de tránsito rápido por autobuses (conocida en inglés por sus siglas “BRT”), la cual va al oeste por la 59th Street, desde la terminal de autobuses en la Estación de Midway en la 59th Street hasta la Cicero Avenue, y que luego anda al sur por la Cicero Avenue, desde la 59th Street hasta aproximadamente la 76th Street.

Para resumir:

- Alternativa sin Obras de Construcción, además de:
- El tránsito rápido por autobuses (BRT), que anda desde la terminal de autobuses en la Estación de Midway en la 59th Street hasta aproximadamente la 76th Street;



- 
- Un recorrido de 2.3 millas sin paradas intermedias;
  - Anda en el tránsito mixto con señales de preferencia por el trecho en la Cicero Avenue; sin carriles exclusivos por el trecho en la Cicero Avenue;
  - Estaciones con instalaciones de estacionamiento ubicadas aproximadamente en la 7600 S. Cicero;
  - La ruta de autobuses 67 67th/69th/71st, será desviada para terminar en la Estación nueva de Ford City.

### **Alternativa de Preferencia Local (LPA): Alternativa del Alineamiento Fijo y Dedicado**

La LPA propuesta extenderá la línea ferroviaria de tránsito pesado desde la Estación de Midway, ubicada en el Aeropuerto Internacional de Midway, al sur por la servidumbre de paso de la Belt Railway Company, desde la 59th Street hasta la Marquette Road, cruzando el patio de maniobras de la Belt Railway Company (BRC) y acabando en la Cicero Avenue..

Para resumir:

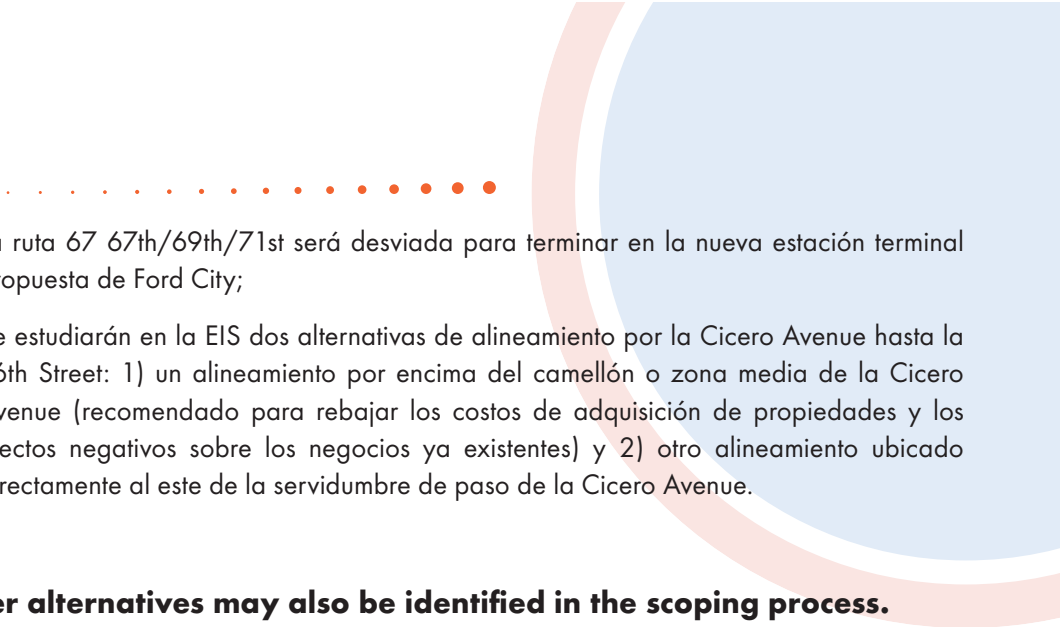
- Alternativa sin Obras de Construcción, además de:
- Extensión de la línea ferroviaria de tránsito pesado desde la Estación de Midway a la nueva estación terminal de Ford City;
- Una extensión que abarca 2.3 millas sin paradas intermedias (el diseño conceptual de alineamiento permite una estación en el futuro en proximidad de la estructura del tren elevado por la Marquette Road);
- Anda en parte en una trinchera y por otra parte a nivel de calle por la servidumbre de paso de la Belt Railway Company de Chicago entre la estación de Midway ya existente hasta aproximadamente 6400 al sur, donde pasaría a una estructura elevada sobre la Marquette Road. Andaría por debajo de la 59th Street y la 63rd Street, lo cual permitiría que estas calles laterales sigan abiertas al tráfico vehicular. Luego daría vuelta al sudoeste sobre el patio de maniobras de la BRC, para andar entonces al sur por una estructura elevada en el camellón o zona media de la Cicero Avenue, hasta la nueva estación terminal de Ford City, ubicada en la Cicero Avenue, aproximadamente a nivel de la 76th Street;
- Estación con instalaciones de estacionamiento y una terminal reformada de autobuses, ubicada en la nueva estación terminal propuesta de Ford City;
- Los autobuses de Pace desde el sur seguirán brindando servicio directo a la Estación de Midway;



## Extensión de la Línea Anaranjada – Alternativa de Preferencia Local





- 
- La ruta 67 67th/69th/71st será desviada para terminar en la nueva estación terminal propuesta de Ford City;
  - Se estudiarán en la EIS dos alternativas de alineamiento por la Cicero Avenue hasta la 76th Street: 1) un alineamiento por encima del camellón o zona media de la Cicero Avenue (recomendado para rebajar los costos de adquisición de propiedades y los efectos negativos sobre los negocios ya existentes) y 2) otro alineamiento ubicado directamente al este de la servidumbre de paso de la Cicero Avenue.

**Other alternatives may also be identified in the scoping process.**

## PROPÓSITO Y NECESIDAD DEL PROYECTO

El proyecto de Extensión de la Línea Anaranjada tiene el propósito de mejorar el acceso a la Línea Anaranjada ya existente para los residentes y los negocios ubicados por el lado del suroeste de la ciudad y en los suburbios del suroeste; de apoyar los esfuerzos continuos del área por alcanzar el desarrollo económico; y de fortalecer la competitividad del tránsito en un mercado de recorrido inverso al trabajo.

La necesidad del proyecto se basa en las siguientes consideraciones:

- El acceso a la Línea Anaranjada actualmente se encuentra limitada por la escasez de sitios disponibles de estacionamiento;
- El acceso a la Línea Anaranjada por autobús o coche es muy poco fiable debido a la congestión de tráfico que va dirigido a la estación terminal ya existente;
- Hay muy pocos caminos no congestionados disponibles que dan acceso a la terminal actual de la Línea Anaranjada, debido a la colocación más amplia que lo normal de las calles arteriales, con el resultado de que la movilidad para residentes y negocios queda limitada.





## PARTICIPACIÓN POR EL PÚBLICO

A lo largo del proceso de la EIS, la CTA ofrecerá numerosas oportunidades para que usted quede involucrado en el proyecto de Extensión de la Línea Anaranjada. Que usted participe activamente para dar forma a este proyecto o que simplemente prefiera estar al tanto de las últimas novedades, la CTA espera con placer su participación en los meses venideros. Para asegurar que se aborden las cuestiones que son más importantes a los residentes, a las entidades públicas, y a otras partes interesadas en este estudio, la CTA celebrará una reunión de involucramiento al público para recoger las opiniones del público. Los comentarios que se recogen en la reunión de involucramiento ayudarán a determinar el alcance del estudio, los esfuerzos por diseñarlo, y los criterios de valoración dedicados a evaluar las opciones para hacer mejoras.

Se ofrecerán más oportunidades para participar durante el proceso del estudio medioambiental, con el fin de pedir más opiniones sobre las necesidades y los temas específicos de preocupación.



## CÓMO PARTICIPAR

### Asistir a una reunión

lunes, 21 de septiembre de 2009

Desde las 6:00 p.m. a las 8:00 p.m.

Hancock College Preparatory High School

4034 W. 56th Street

Chicago, IL 60629

Se pueden hacer comentarios orales y por escrito en las reuniones.

### Hacer comentarios

Hacer comentarios por escrito sobre las alternativas propuestas del proyecto y los efectos medioambientales posibles. Se considerarán los comentarios en el proceso de involucramiento al público con tal de que se entreguen para el día 27 de octubre de 2009.

Enviar sus comentarios a:

Jeffrey Busby

General Manager, Strategic Planning

Chicago Transit Authority

P.O. Box 7602

Chicago, IL 60680-7602

O enviar por correo electrónico a:

OrangeExtension@transitchicago.com

Se pueden entregar comentarios por correo postal o electrónico.

### Quedar involucrado

Para informarse sobre el proyecto, vaya al: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)

Si usted desea incorporarse a nuestra lista de correo postal o electrónico del proyecto para recibir noticias en el futuro, favor de enviar sus datos de contacto a Darud Akbar, Government & Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, llame al (312) 681-2708, o enviar una nota por correo electrónico a [dakbar@transitchicago.com](mailto:dakbar@transitchicago.com).



## EL PROCESO DE TOMAR DECISIONES Y LOS PRÓXIMOS PASOS

Después del período de involucramiento al público, la CTA comenzará la ingeniería preliminar y elaborará un borrador de la EIS. El público tendrá una oportunidad para hacer comentarios sobre el borrador de la EIS durante un plazo de 45 días dedicado a los comentarios por el público. Durante el período de estudio, la CTA celebrará reuniones públicas para recibir comentarios sobre el borrador de la EIS del público en general y de las entidades. La CTA luego elaborará una versión definitiva de la EIS que incluirá las respuestas a los comentarios que habrán hecho el público.

La Administración Federal de Tránsito (FTA) estudiará la versión definitiva de la EIS y elaborará un Acta de Decisión (conocida en inglés por sus siglas “ROD”), en la cual escogerá la alternativa preferida. El acto de emitir la ROD da a entender que la CTA ha cumplido con todos los requisitos que exige la Ley sobre la Política Nacional Medioambiental (NEPA). Aunque la CTA puede seguir adelante con la ingeniería preliminar de forma simultánea con el análisis medioambiental, el acto de emitir la ROD permitirá a la CTA proceder al diseño definitivo y emprender la construcción de la Línea Anaranjada.

### CRONOGRAMA ANTICIPADO DEL PROYECTO

Otoño del 2009	2010-2011	2011-2013	2016
Reunión de Involucramiento al Público, 21 de septiembre de 2009	Ingeniería Preliminar y Borrador de la EIS	Versión Definitiva de la EIS, Acta de Decisión (ROD), Diseño Definitivo, y Inicio de las Obras de Construcción	Entrar en funcionamiento



## **Appendix I – Meeting Presentation**





# **Orange Line Extension**

***Connecting Midway to Ford City***

Environmental Impact Statement Scoping

September 2009



# **Orange Line Extension**

**Environmental Impact Statement (EIS)**

**Public Scoping Meeting**

**September 21, 2009**





# Meeting Agenda

- 6:00 – 6:45 pm Open House
- 6:45 – 6:55 pm Presentation
- 6:55 – 7:55 pm Public Comments on  
Scope of Environmental  
Impact Statement (EIS)
- 7:55 – 8:00 pm Next Steps/Adjournment





# Background

- Alternatives Analysis process began in 2006
- Evaluated several alternative modes, alignments and profiles
- Extensive public outreach program
- Adopted Fixed Guideway Alternative as Locally Preferred Alternative (LPA)
- Environmental Impact Statement (EIS) builds on Alternatives Analysis process





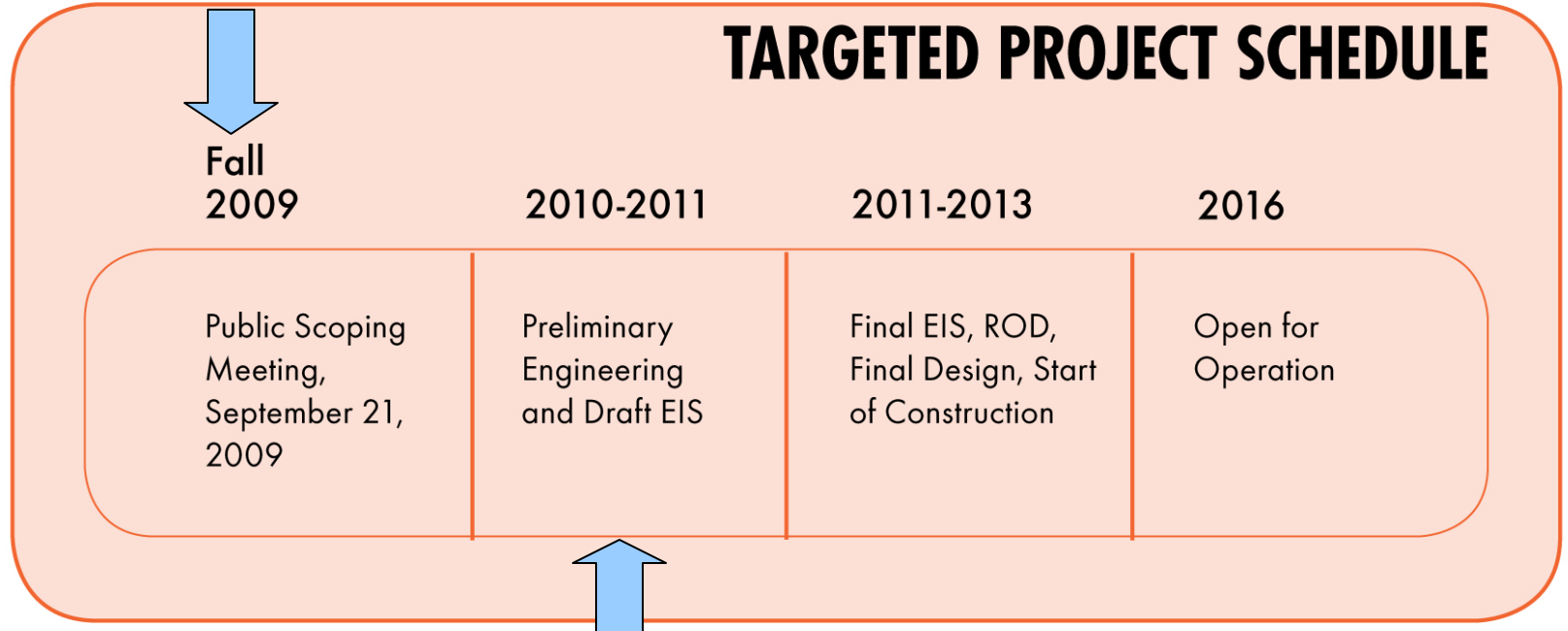
# Environmental Impact Statement (EIS)

- Prepared to comply with National Environmental Policy Act (NEPA) and to obtain federal funds
- Identify and evaluate impacts related to project construction and operation
- Inform public and decision-makers of potential impacts and mitigation measures



# Targeted Schedule

Scoping: process of determining focus and content (scope) of EIS



Public review of Draft EIS; relevant scoping comments addressed in Draft EIS





# Project Alternatives Proposed for Study in EIS

- No Build Alternative
- Transportation System Management (TSM) Alternative
- Locally Preferred Alternative (LPA): Fixed Guideway









# **Orange Line Extension**

***Connecting Midway to Ford City***

Environmental Impact Statement Scoping  
September 2009



## **Public Comments on Scope of EIS**





# Scoping Comments

Focus comments on:

- Purpose and Need
- Proposed Alternatives
- Proposed Environmental Issues to be Examined
- Potential Environmental Effects and Mitigation Measures to be Considered





# Speaker Guidelines

- Submit a speaker card
- Moderator will call speakers by name
- Re-state your name
- Speakers have 3 minutes to comment
  - Yellow- 30 seconds remaining
  - Red- speaking time is over
- Tonight we are listening to your concerns and we will not be answering questions during your speaking time
- Comments will be documented in scoping report





# **Orange Line Extension**

***Connecting Midway to Ford City***

Environmental Impact Statement Scoping  
September 2009



## Meeting Close





# Scoping Comments due by October 27, 2009

- Tonight verbal comments were recorded by court reporter
- Write comments and place in box provided
- Mail:  
Jeffery Busby, General Manager, Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602
- E-mail: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)
- Fax: (312) 681-4297





# Stay Involved

## Updates posted on:

[www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)

## Join the mailing list:

Darud Akbar

Government & Community Relations Office

Chicago Transit Authority

P.O. Box 7567

Chicago, IL 60680-7567

(312) 681-2708

dakbar@transitchicago.com



## **Appendix J – Meeting Exhibit Boards**





## No Build Alternative

- Existing transportation system
- Plus committed transportation improvements in the Chicago Metropolitan Agency for Planning Transportation Improvement Program
- Focus on preservation of existing bus service



**Orange Line Extension**

Connecting Midway to Ford City







## Transportation System Management (TSM) Alternative

Bus Rapid Transit (BRT) alternative that would operate west on 59th Street from the 59th Street Midway Station bus terminal to Cicero Avenue, and then south on Cicero Avenue from 59th Street to approximately 76th Street.

- 2.3 miles long with no intermediate stops
- Operate in mixed traffic with signal priority on Cicero Avenue; no exclusive lanes
- New Park & Ride facility at approximately 7600 S. Cicero Avenue



**Orange Line Extension**

Connecting Midway to Ford City





**Locally Preferred Alternative(LPA):**  
Fixed Guideway Alternative



**Orange Line Extension**  
Connecting Midway to Ford City







## Locally Preferred Alternative (LPA): Fixed Guideway

Extend Orange Line rapid transit from Midway Station south to Cicero Avenue near 76th Street.

- 2.3 mile extension with no intermediate stops
- Park & Ride facility and improved bus terminal near 76th Street
- Some Pace buses from the south may continue to directly serve Midway Station



**Orange Line Extension**

Connecting Midway to Ford City







## Project Purpose

- Improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses
- Support the area's ongoing economic development efforts
- Strengthen the competitiveness of transit in the reverse commute market

## The need for the project is based on the following considerations:

- Access to the Orange Line is currently constrained by limited parking availability
- Access to the Orange Line by bus or auto is unreliable due to congestion approaching the existing terminal station
- Few uncongested roadways are available to access current Orange Line terminal because of wider than usual arterial street spacing, which limits mobility for residents and businesses



**Orange Line Extension**

Connecting Midway to Ford City







## Submit Comments

Scoping comments due by: **October 27, 2009.**  
Comment on the proposed project alternatives  
and potential environmental effects. Submit to:

Jeffrey Busby

General Manager, Strategic Planning

Chicago Transit Authority

P.O. Box 7602

Chicago, IL 60680-7602

**Fax:** 312-681-4297

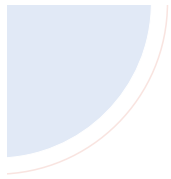
**E-mail:** [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)

 **Orange Line Extension**

Connecting Midway to Ford City







## Stay Involved

Visit: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS)

To join the mailing list or e-list, contact:

Darud Akbar

Government and Community Relations Officer

Chicago Transit Authority

567 W. Lake Street

Chicago, IL 60661

**Fax:** 312-681-2796

**E-mail:** [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)



**Orange Line Extension**

Connecting Midway to Ford City





## **Appendix K – Public Scoping Meeting Transcripts**



Appendix K\_Orange Line Transcript 09-21-09 Hancock

1                   CHI CAGO TRANSIT AUTHORITY  
2                   PUBLIC HEARING  
3                   "ORANGE LINE EXTENSION  
4                   CONNECTING MIDWAY TO FORD CITY"  
5                   September 21, 2009  
6

7                   STENOGRAPHIC REPORT OF PROCEEDINGS had in  
8                   the above-entitled matter held at Hancock College  
9                   Preparatory High School, 4034 West 56th Street,  
10                  Chicago, Illinois, commencing at 6:50 o'clock p.m.  
11

12                  PRESENTERS:

13                  MR. DARUD AKBAR, Government & Community  
14                  Relations Officer, Chicago Transit  
15                  Authority  
16                  MR. JEFFREY BUSBY, General Manager,  
17                  Strategic Planning, Chicago Transit  
18                  Authority  
19                  MS. SARAH LAYTON WALLACE, Moderator  
20  
21  
22

23                  Reported by: Anna M. Morales, CSR, RMR  
24                  License No.: 084-002854

1

1                   (Whereupon, the following  
2                   proceedings commenced at  
3                   6:50 o'clock p.m.)  
                    Page 1



4 MR. AKBAR: Good evening, everyone. My name is  
5 Darud Akbar, Government & Community Relations  
6 Officer with the Chicago Transit Authority. I  
7 would like to welcome everyone to the Chicago  
8 Transit Authority's public scoping meeting, public  
9 meeting for the Orange Line Extension Project.

10 I would like to quickly recognize  
11 Jack Gallagher, the Village Engineer of Oak Lawn.  
12 Thank you.

13 I'm going to hand things over now to  
14 Sarah. She's going to give us the agenda for  
15 tonight's meeting.

16 MS. WALLACE: Thank you. Okay. Thanks again  
17 for being here. My name is Sarah Layton Wallace.  
18 I will be moderating the remainder of the meeting.

19 Tonight's agenda, as you see before you,  
20 we just completed the open house portion of the  
21 meeting. We're next going to move to the  
22 presentation. This is the beginning of that.  
23 After I'm done going through the agenda, Jeff Busby  
24 is going to go through and talk a little bit about

1 the project. And then we'll go into the public  
2 comment section of the meeting tonight. And I will  
3 talk a little bit more right before we go into that  
4 about some of the guidelines to help you with  
5 making your comments, but do be thinking about  
6 filling out speaker cards and getting those into  
7 people who will collect them in the aisles so that



8 we know you want to speak.

9 I do want to ask, is there anybody here

10 who would like Spanish translation?

11 Is there anybody that would like Polish

12 translation?

13 We do have that available if anyone is in

14 need of translation.

15 Jeff is going to start with the

16 presentation, and then we'll move into public

17 comment thereafter.

18 MR. BUSBY: Hi. I'm Jeff Busby. I'm a planner

19 with the Chicago Transit Authority. I want to

20 welcome all of you. Thank you for coming out.

21 To give you a little background on our

22 project, we started a study called the Alternatives

23 Analysis. It's the very first study to look at an

24 extension of the Orange Line. Back in 2006, we had

3

1 a couple of meetings in the community. Most

2 recently, we recommended a single alternative to be

3 continued for further evaluation as a fixed

4 guideway. It's the rail extension we're going to

5 talk about tonight. We had a pretty extensive

6 public involvement campaign that included public

7 meetings, but also we received a lot of comments

8 from folks over the Internet or by letters.

9 We're starting tonight the environmental

10 studies. This very much builds on what we

11 completed in the Alternatives Analysis. And let me



12 give you a little more information on that.

13           What we're starting tonight is the  
14 preparation of an environmental impact statement.  
15 This is a very important document to comply with  
16 some federal regulations embodied by the National  
17 Environmental Policy Act. The reason that we're  
18 preparing this is to understand the environmental  
19 impacts, evaluate them, both as a result of  
20 constructing the Orange Line, but also the impacts  
21 that result from operations.

22           The reason to pursue this federally  
23 mandated study is that we're seeking federal funds  
24 to pay for portions of the Orange Line Extension.

4

1 And, really, we see this document as a tool to help  
2 you and other decision-makers make decisions about  
3 the project, both its positive and negative  
4 environmental impacts.

5           This is a project scheduled for you. This  
6 is really just a target; but, tonight, as I  
7 mentioned, we're starting the environmental work.  
8 We won't have a lot of answers to your questions  
9 tonight because the focus of our efforts over the  
10 next year or more is to study in great detail the  
11 environmental issues that are raised tonight and  
12 others that we're aware of. We hope to share the  
13 result of that in a draft environmental study at  
14 the end of 2010 or early 2011.

15           There are many obstacles to extending the  
Page 4



16 Orange Line, not the least of which is we have to  
17 identify additional funds to continue these  
18 planning studies and engineering design work. We  
19 also have to get federal permission to advance;  
20 but, if both of those things, permission and funds,  
21 were identified, we believe we could start detailed  
22 design after 2011. That would take us to about  
23 2013 to complete the design. At that time, we  
24 would have to have identified all the money to pay

5

1 for the extension and we could actually begin  
2 construction in 2013.

3           Again, this is an ambitious schedule, but  
4 we think that we could have the extension open for  
5 revenue service by 2016.

6           A couple of words about the alternatives.  
7 I mentioned that we did an Alternatives Analysis  
8 study which looked at a whole range of different  
9 transit technologies, buses, trains, other forms of  
10 transit, different corridors, different station  
11 locations. We've identified what we call a Locally  
12 Preferred Alternative, which I will talk about in a  
13 minute; and then there are two other alternatives  
14 which are very important to be carried through  
15 because they're federal requirements, but also  
16 because they provide a nice point of comparison for  
17 the environmental studies.

18           So there's a No-Build Alternative and  
19 what's called a Transportation System Management



20 Alternative. This is a lower cost alternative to  
21 the rail line and I'll talk about them in a little  
22 more -- I will give you a little bit more detail on  
23 this.

24 The Locally Preferred Alternative is an

6

1 extension of the Orange Line from the existing  
2 Midway Station. It runs 2.3 miles -- would run  
3 2.3 miles south to a station near the Ford City  
4 Mall, about 7600 south. Leaving Midway Airport  
5 station, it is proposed that the line be below the  
6 street level, so it would cross underneath  
7 59th Street. It would be below 63rd Street as well  
8 crossing underneath. It would then start to climb  
9 up and cross over Marquette or 67th over the Belt  
10 Clearing Yard, and then elevated above Cicero  
11 Avenue near the Ford City Mall.

12 We are showing the potential for a station  
13 at 67th or Marquette Road. We are not proposing  
14 that as part of this environmental review, but  
15 there is an opportunity for a station to be built  
16 there in the future if that's desirable.

17 There are a couple of options for a  
18 station to be located near Midway Airport -- I'm  
19 sorry, near Ford City Mall, either on the east side  
20 of Cicero or above Cicero itself.

21 A little bit of background -- am I  
22 supposed to give background on the -- should I  
23 switch to you, Sarah? Okay, I look forward to your



24 comments tonight. Sarah is going to be helping run

7

1 the meeting, keeping us on schedule, and I will let  
2 her -- I will turn it over to her at this point.

3 MS. WALLACE: Thank you. I want to give you a  
4 few pointers on your comments. Because the meeting  
5 is about the environmental document that is about  
6 to be developed, these are the areas that you'll  
7 need to focus your comments on tonight: The  
8 purpose and needs for the project; the proposed  
9 alternatives, and these are all things you should  
10 have been able to read about on the board during  
11 the open house; the proposed environmental issues  
12 to be examined; and then the potential  
13 environmental effects and the mitigation measures  
14 to be considered. So these are the topics that you  
15 should focus your comments on tonight.

16 Some guidelines. Again, if you do want to  
17 speak, you need to turn in one of these speaker  
18 cards. Are there others who want to turn in a  
19 speaker card that haven't yet and we can collect  
20 those? I'm going to be calling speakers by name.  
21 I have got these in the order that we've collected  
22 them. When you come up to the standing mic, you  
23 will need to restate your name. That way if I get  
24 it wrong, you will get it right. And then you'll

8



1 have three minutes to provide your comments. So if  
2 you feel like your thoughts are going to take more  
3 than three minutes, organize your thoughts to  
4 summarize your comments in the three-minute period,  
5 and then you are welcome to submit written comments  
6 that are more detailed.

7           We've got a light system here. After you  
8 have been talking for -- when you have 30 seconds  
9 left, it will go from green to yellow; and when you  
10 have 15 seconds left, the yellow will begin  
11 flashing. When we hit the red light, that means  
12 your time is up and you need to stop your comments.

13           Tonight is about listening to your  
14 comments. So we're here to hear from you. The  
15 folks from CTA will be here listening to what you  
16 have to say and taking notes, as will others. That  
17 means we're not going to be answering questions  
18 tonight, but all of these comments are going to be  
19 documented in the scoping report. So these are the  
20 guidelines.

21           Let's go ahead and have the first couple  
22 of people get ready. Oh, yes. I should mention,  
23 we do have a court reporter here who is reporting  
24 all of your comments.

9

1       A VOICE: What paper?

2       MS. WALLACE: Excuse me?

3       A VOICE: What paper?



4 MS. WALLACE: There's a speaker comment card.  
5 Do you want to get one of those?  
6 A VOICE: No. I mean, a reporter from where?  
7 MS. WALLACE: Oh, a court reporter is a person  
8 who is going to transcribe your comments and then  
9 be able to submit those for the record.  
10 A VOICE: I see.  
11 MS. WALLACE: Let's have Ann Ostrowski and  
12 Pat Glatz; and the third person to get ready,  
13 Harold Evans. If Ann could come up to the  
14 microphone and the other two could get ready to  
15 comment, please. Are you Ann? Great. Ann?  
16 MS. OSTROWSKI: My question is, the CTA is  
17 broke. We talk about the federal government giving  
18 us money. We're into a trillion dollar deficit  
19 now. It's wonderful that it would go to Ford City,  
20 but really you should concern yourself with the  
21 airport. The people who come to the airport, when  
22 they get onto the train, if these people are going  
23 to come in from Ford City, you're going to be sure  
24 it's people coming from the suburbs and they're

10

1 going to want to park there and take this bus --  
2 the train. When it gets to Ford City -- I mean, to  
3 Midway, it's going to be totally jammed, the people  
4 coming in from other stations.  
5 We're supposed to look great for 2016,  
6 aren't we? Well, when all these people are coming  
7 in, the trains will be jammed. I know I have heard



8 this before that they're going to say, Oh, we'll  
9 put trains on. Yeah. And then they're going to  
10 talk about they can't afford this and they can't  
11 afford that.

12 I don't see where the profit is to spend  
13 -- how much is this all costing us? We haven't  
14 even mentioned money.

15 MS. WALLACE: Thank you for your comment.  
16 Pat Glatz, please. And please do restate your name  
17 for us.

18 MS. GLATZ: Good evening. My name is  
19 Pat Glatz. My comments have to do more -- mostly  
20 with purpose.

21 I'm a product of the west side and always  
22 lived within walking distance of the Lake Street  
23 El. I was downtown in 20 minutes. When I moved to  
24 the southwest side, it was two hours plus to get to

11

1 the Loop. At times, it seemed like the southwest  
2 side was rather disenfranchised.

3 I think that the extension is a wonderful  
4 idea. I think it's a long time coming.

5 My personal concerns have to do with  
6 parking and security, but I think it's -- I think  
7 it's a wonderful plan. Thank you.

8 MS. WALLACE: Harold Evans. Please restate  
9 your name.

10 MR. EVANS: Hi. My name is Harold Evans. I  
11 would like to address purpose and need also.



12 I would like to see us stop at  
13 67th Street. Three reasons: One, I live right  
14 around there. I could walk to the train, take the  
15 train to work. There's a lot of students that go  
16 to UIC there. They could take the train downtown,  
17 transfer over to the Pink Line, get to the  
18 different colleges.  
19 It would also help -- we have a senior  
20 home at 67th and Cicero. The older folks could  
21 come -- they could come downtown to Millennium Park  
22 and things. We also have a huge number of hotels  
23 at 67th and Cicero. Right now they're depending on  
24 buses to shuttle them over to Midway Airport. This

12

1 way, they could just walk to the train any time  
2 they want. They could come downtown. It would be  
3 more money for the city.  
4 Cicero right now, it's like a race course.  
5 It's a six-lane highway. You have all these cars  
6 coming from the south side. If they're going to go  
7 to the Orange Line, they have to drive to Midway,  
8 otherwise they have to continue on going downtown.  
9 This would relieve some of the traffic. So I'm for  
10 it a hundred percent. Thanks.

11 MS. WALLACE: Pat Deskavich and  
12 Michael Koperniak and Philip Corridon.

13 MS. DESKAVICH: My name is Pat Deskavich, and  
14 I'm just worried about the impact that it's going  
15 to have on our neighborhood. I'm just right at



16 61st. This train is going to be in my backyard,  
17 and I don't see a problem with people parking and  
18 taking a train as it is now. I don't believe a lot  
19 of people are going to want to park at Ford City.  
20 But, you know, it's going to be in my backyard, and  
21 it's going to be noisy and vibrate. I'm just  
22 against it.

23 MS. WALLACE: Michael Koperniak. Please sure  
24 to talk into the mic. Some people are having a

13

1 hard time hearing.

2 MR. KOPERNIAK: Sure. My name is  
3 Mike Koperniak, and I'm just speaking as an  
4 occasional Orange Line user and a daily driver on  
5 Cicero Avenue.

6 First of all, I fully support extending  
7 the Orange Line south. However, I do have concerns  
8 about the traffic and its impacts and alternatives.  
9 Between 67th and 79th, which is one and a half  
10 miles, you have eight signalized intersections in  
11 there, possibly nine, if my memory serves me right.  
12 Less than a quarter mile spacing. Traffic is very  
13 heavy during the day and especially in the a.m. and  
14 p.m. rush hour, we add additional traffic from  
15 parkers from the CTA elevated that's going to add  
16 to the congestion.

17 There are only three ways in and out of  
18 there: Going north on Cicero, going south on  
19 Cicero, or taking State Road. It's especially bad



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20 there between Christmas and Thanksgiving for the  
21 holiday, the extra traffic in there. Another  
22 thing, the CTA riders will be arriving and leaving  
23 when the rush hour motorists are going there.  
24 If you're going to build it there, you

14

1 might want to consider, back in the '70s, there was  
2 an overpass bridge over Cicero Avenue where people  
3 in Ford City could drive over the bridge and then  
4 access southbound Cicero without having to go  
5 through the traffic signals.

6 Since I have been living down here  
7 40 years now, if you can extend it, I think the  
8 better alternative would be to go to the shopping  
9 mall at 79th, three blocks south, where it's a lot  
10 less congested, you're waiting on the signals, and  
11 you have four ways to get out of there. You have  
12 east on 79th, west on 79th, north on Cicero or  
13 south on Cicero. I think it's a whole lot better  
14 and it's only three blocks south.

15 And you do have some marginal stores  
16 between 76th and 79th that you could just go right  
17 over the right-of-way or stay on Cicero Avenue  
18 right-of-way and go over those stores if you want  
19 to purchase them. I don't think it would cost that  
20 much, and you could go right into the shopping mall  
21 at 79th Street.

22 That's basically what I have to say. I do  
23 support this idea to extend it. Thank you.



24 MS. WALLACE: Philip Corridon, Nancy Dulaj,

15

1 Isidro Rosado. Philip? Is Phil going to comment?

2 Nancy?

3 MS. DULAJ: Nance.

4 MS. WALLACE: Nance. Okay. Please restate  
5 your name into the mic.

6 MS. DULAJ: Sure thing. My name is

7 Nance Dulaj, and I live in West Lawn at 72nd and

8 Avers, and I wanted to comment that I like this

9 plan. It's commercially adaptable, ecologically

10 feasible, and environmental healthy, and I hope it

11 never goes east because that's where all the

12 problems would start.

13 I was against the north/south crosstown

14 because of many aspects and they would have taken

15 our homes in West Lawn with the clover leaf. So

16 that's why I mentioned the not going east.

17 And I wanted to point out that Hurley

18 School is in the wrong position on your map. It's

19 east of Pulaski. It's not with Pasteur School.

20 I wondered now how many stops there are

21 going to be? It sounds as if it's like 63rd and

22 maybe 67th and then into Ford City and maybe 79th,

23 and I'm not sure if I'm correct. But I did my

24 master's on, you know, having some kind of an

16



1 extension. We used to have the 162 express coming  
2 from 81st Street all the way downtown which was  
3 wonderful. We could even sleep on it. But I think  
4 that this is very feasible. Thank you.

5 MS. WALLACE: Okay. Isidro Rosado. Again,  
6 restate your name. And then Raymond Williams will  
7 be next, and Harry Brooks.

8 MR. ROSADO: Hi, I'm Isidro Rosado. For the  
9 program here, we do have some concerns in our area.  
10 I'm right behind the property off 64th and  
11 Knox. One of the questions was, was the Belt Line  
12 going to be staying there? And I think that was  
13 answered. Things about parking areas.

14 Also with respect to safety concerns.  
15 Right now, the property that runs along the  
16 Belt Line itself is all asphalt material, and we  
17 have a lot of cars that are racing along that area  
18 there. The primary concern is drainage. Right now  
19 because of the asphalt that was put there, we get a  
20 lot of run-off into the alleys and also 64th and  
21 65th Street. So we get quite a bit of flooding in  
22 that area, basically almost going into the garages.

23 The thought about parking itself, is there  
24 going to be -- well, with that type of parking, is

17

1 there also going to be something talked about,  
2 possibly having parking permits being utilized in  
3 our area?

4 When these columns or any type of the  
Page 15



5       overheads are put up, and this is probably further  
6       down the road, how do you prevent people from  
7       hanging out and going through there on 64th Street?  
8       Graffiti issues on the garages similar to some of  
9       the north side area where you have a lot of thru  
10      traffic.

11               With respect to racing down the asphalt,  
12      they're trying to beat the train from 63rd to 67th  
13      Street, potential hazards there.

14               Is there going to be any talk about  
15      beautification of this property or area? This is  
16      from 63rd to 67th, anything that happens beyond  
17      that. I don't know if there's other people that  
18      are concerned about that.

19               At the 63rd Street crosswalk, someone did  
20      mention about a bridge or some -- I think there was  
21      a safety concern about the electrical area. Is  
22      that going to be a dead zone or how is that going  
23      to be accommodated for pedestrians to walk over  
24      these tracks?

18

1               Airplane issues, Midway, sound  
2      restrictions, and things of that nature is our  
3      concern also. Thank you for your time and I do  
4      appreciate it. Thank you.

5               MS. WALLACE: Raymond Williams, and then  
6      Harry Brooks, and Peter Sus.

7               MR. WILLIAMS: My name is Raymond Williams and  
8      I'm from Summit. I think that the project is well



9 intended and it should be. However, this is only a  
10 part of the long-term project which you envisioned  
11 which is to connect the airports, Midway with  
12 O'Hare, and the citizens are being fed piecemeal  
13 the real intent.

14 Now it's my understanding that the train  
15 will come from 95th Street to Kedzie, 87th and  
16 Kedzie or Pulaski, and then it will come to the  
17 Orange Line; thereupon, it will come to Ford City.  
18 At Ford City, it will eventually go to the Toyota  
19 Field via Narragansett and Central.

20 The Continental Can plant has already been  
21 torn down, and there was a meeting that the public  
22 should have been notified of the first of the year.  
23 Oberstar, who is the Chairman of the U.S.  
24 Department of Transportation, was here, and all the

19

1 politicians were at Toyota Field. Nobody was told  
2 concerning the overpass. It was in the papers  
3 slightly, but it was very important. Continental  
4 Can was torn down. Thereupon, it will be at Toyota  
5 Field, then Hickory Hills, then Countryside,  
6 LaGrange, the collar communities going to Rosemont,  
7 and a person could be able to get off at Rosemont  
8 and go to the Woodfield Mall in Schaumburg or take  
9 the other train and go to O'Hare Field.

10 That is the real intent of the project,  
11 and Ford City is just only a part.

12 And also with these projects are being



13 constructed, the initial project is okay. However,  
14 they want ancillary projects. Well, you can look  
15 at Pulaski, and the paper has been full of it. You  
16 have a train system and you have housing and a  
17 shopping center. That will be replicated all over  
18 the system. So, therefore, there should be federal  
19 regulations because it's a recipe for disaster.

20 And then also, in Summit, they have  
21 initiated and they have also gotten a weed and seed  
22 grant. And with weed and seed, they have  
23 artificially deemed the middle part of Summit slum  
24 and blight. There is a problem with drugs

20

1 intentionally for the property --

2 MS. WALLACE: You need to wrap up.

3 MR. WILLIAMS: You didn't interrupt that last  
4 fellow -- for the property.

5 It is a fiction that there is -- that it  
6 is slum and blight, but what they're doing --

7 MS. WALLACE: Thank you. Were you watching the  
8 light?

9 MR. WILLIAMS: What does the light signify?

10 MS. WALLACE: The three-minute time frame.

11 MR. WILLIAMS: Okay. Well, it's only a part of  
12 a larger program. And you see that the person that  
13 was ahead of me rattled on and on and on, but you  
14 should write your congressman.

15 MS. WALLACE: Thank you.

16 MR. WILLIAMS: They have this set up to steal  
Page 18



17 property. That's what the deal is. I would like  
18 to have that on the public record.

19 MS. WALLACE: Peter Sus, please. Oh, I'm  
20 sorry. Harry Brooks, and then Peter Sus.

21 MR. BROOKS: Yes. My name is Harry Brooks.

22 Everyone in this room should know that  
23 this train was originally intended to go to  
24 Ford City as I have seen -- I have seen the signs

21

1 change. You got a Ford City destination sign on  
2 every train that has the Midway sign. Go past Ford  
3 City between the Loop and Midway. So it should  
4 have been out there in the first place.

5 That being said, when you do build out  
6 there, you should have a stop at Marquette Road,  
7 71st, and 75th because of all the shopping that's  
8 out there. It would be easier for people to get  
9 back and forth to that rather than just have it  
10 stay at Marquette and then all the way out to Ford  
11 City. You need to have at least one of those  
12 stations in between, particularly at 71st Street,  
13 as popular as Target and Wal-Mart are.

14 The only other thing I would like to say,  
15 because -- and I just like to slide this in because  
16 I won't be able to be in Skokie on Wednesday, but  
17 I'm a member of the Illinois Holocaust Museum. So  
18 that train does need to go out to Old Orchard for  
19 the museum which is at 9603 Golf Road.

20 So since the other one was long, I will be



21 short.

22 MS. WALLACE: Peter Sus.

23 MR. SUS: Hi. Hello. My name is Peter Sus. I

24 guess the two things I can comment on is the --

22

1 first was the proposed alternative. I think

2 there's probably a lot more effective and

3 economical ways for the transportation. You are

4 only increasing the distance a few miles.

5 Then as far as on the environmental

6 impact, I have been there for 26 years. Before the

7 Orange Line, we didn't have too many problems, but

8 now we got a lot of problems with gangs. I'm right

9 at the back end of the line.

10 You know, I'm kind of really concerned

11 about the dramatic, I believe, increase in noise.

12 With the gangs right now and plus homeless

13 people riding trains, I'm always calling the police

14 to check the homeless people, you know, because

15 they're sleeping on the street over there because

16 it's easy for them to ride the train all day and

17 then lay down.

18 We're talking about getting funding. This

19 could be millions, billions to extend the train.

20 How much funding is there going to be for

21 additional safety for policing of this? Because

22 you will have a subway. You are going to have one

23 way for them to get in and another way for them to

24 get out. I see dramatic safety impacts there.



1           I don't know. There's -- I have been  
2 living here for a long time. There wasn't as many  
3 problems as we have now. You know, they're saying  
4 this could be done, but I mean every time you turn  
5 around, parking meters are being sold, Skyway's  
6 sold, Midway Airport is leased. This is going to  
7 be put in and the problems will be dropped on the  
8 people living in the neighborhood. We're going to  
9 be stuck with the problem.

10           I don't see a benefit for such a small  
11 thing. I think there's a lot more economical  
12 alternatives to this thing. You are talking  
13 billions of dollars to do this. Well, maybe not  
14 billions, but pretty close.

15       MS. WALLACE: Thank you. Bob Kristle and  
16 Raymond Williams.

17       MR. KRISTLE: Hello. My name is Bob Kristle.  
18 I would like to recommend that, in general, I  
19 support this. I think this is a good thing, but I  
20 ride that Midway El every day. I can tell you from  
21 part of experience that during rush hour that El is  
22 packed both ways, packed. You put this in, you're  
23 going to have more people. One of the other  
24 speakers alluded to that.



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1       So I would recommend as part of the EIS  
2       the inclusion of more trains and the costs  
3       associated with that. When the Pink Line went in,  
4       the Orange Line suffered. I'm not the only one who  
5       thinks that. I read that in the Trib. I don't  
6       know if it was because of schedules or you took  
7       cars or why it was, but I know that the Orange Line  
8       suffers and still suffers due to the Pink Line.  
9       That's a fact.  
10       So this time, maybe we ought to allow for  
11       inclusion of the extra cars and the extra capacity  
12       I know you're going to get.  
13       MS. WALLACE: Could you restate your name?  
14       MR. KRISTLE: Bob Kristle.  
15       MS. WALLACE: Thank you. Raymond Williams?  
16       MR. WILLIAMS: I've already spoken.  
17       MS. WALLACE: Okay. Do we have any other folks  
18       who want to speak at this time? Is Philip Corridon  
19       here now? Yes. Philip? Okay.  
20       What we're going to do is we're going to  
21       be available here to take comment. If any other  
22       individuals come into the meeting prior to  
23       8 o'clock, we're going to be available for that.  
24       You're welcome to go home, to spend time more time

25

1       with the boards if you would like.  
2       I do want to say a couple more things.  
3       The scoping comments are due by October 27th. So  
4       if you have more comments you want to make or you



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5 prefer to make your comments in writing, you have  
6 until then. You can put your comments in the box  
7 out in the other room. You're welcome to mail the  
8 comments to this address. You can also e-mail or  
9 fax your comments. So those are all the ways that  
10 you can submit comments.

11 And we encourage you to stay involved by  
12 visiting the Web site for regular updates. You can  
13 also join the mailing list, and there's contact  
14 information for Darud to get yourself on the  
15 mailing list if you're interested in being on that.

16 So thank you very much for your input and  
17 participation tonight. Again, we'll remain here  
18 until 8 o'clock if others come and want to comment.

19 (Whereupon, there were no  
20 further speakers.)  
21 (Public Hearing adjourned at  
22 8 o'clock p.m.)  
23  
24

26

1 STATE OF ILLINOIS )  
2 ) SS:  
3 COUNTY OF COOK )  
4

5 ANNA M. MORALES, being first duly sworn,  
6 On oath says that she is a court reporter doing  
7 business in the City of Chicago; and that she  
8 reported in shorthand the proceedings of said



9           Appendix K\_Orange Line Transcript 09-21-09 Hancock  
10   Public Hearing, and that the foregoing is a true  
11   and correct transcript of her shorthand notes so  
12   taken as aforesaid, and contains the proceedings  
13   given at said Public Hearing.

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Certified Shorthand Reporter

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## **Appendix L – Public Scoping Written Comments**



**Cheever, Kim**

OS#1

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**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Monday, September 28, 2009 9:45 AM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: CTA ORANGE LINE EXTENSION

---

**From:** jackf66@aol.com [jackf66@aol.com]  
**Sent:** Friday, September 25, 2009 10:09 PM  
**To:** Orange Extension  
**Subject:** CTA ORANGE LINE EXTENSION

#### COMMENT

Why stop at FORD CITY? Service should continue further south and east towards Western and down to the city limits. This would offer service to / from EVERGREEN PLAZA.

Jack Ferry  
5445 North Sheridan Road  
# 2908  
Chicago, IL 60640  
JackF66@aol.com

9/30/2009



**Cheever, Kim**

OS#2

---

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Monday, September 28, 2009 9:45 AM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Southwest Newspaper

---

**From:** Mary Kay Rosado [marykay.rosado@comcast.net]  
**Sent:** Thursday, September 24, 2009 6:50 PM  
**To:** Orange Extension  
**Subject:** Southwest Newspaper

The Southwest NewsHerald reported that the extension be "UNDERGROUND" at 59th to close to 67th. That is not what the proposal indicates and not what was said at the meeting. Now everybody is going to think everything is ok since it will be underground, but if that is not true then you won't get the needed feedback for the neighbors here along the beltline.

Please ask the Southwest NewsHerald to correct the word "underground" if it is not true. If it is true and it will be "underground" then please let me know. Is this a trick or something to confuse people? Because it sure is confusing me.

The article also says the line will go "over" Cicero. You better talk to that writer if he wrote it wrong. Just a good suggestion.

In addition, for the record, I don't want the Orange Line Extension if the Beltline remains unless it's underground all the way to Ford City. Otherwise it will be too congested around here.

Also I watch the airplanes fly to the airport on 67th Street and beltline and the planes (commercial and private) are low. I can't imagine them allowing an elevated track at 67th in the way of a flight path. How much airspace does the FAA own?

Also why would you want a train stop near a grade school on 67th street? The grade school and the retirement/nursing home is going to require more security. There will be bums coming from Ford City and hanging out near a grade school or dealing drugs near the grade school. Is the CPS willing to pay for extra security?

Just keep the train moving to Ford City and no stops in-between. The goal of this extension is to reduce traffic on Cicero, not increase traffic on 67th, or 63rd street.

This is a nice plan, but right now the CTA can't maintain what it already has. Most stations smell like urine, even the ones that have plasma screened big TV's. There is not enough room right now on the orange line for people during rush hour. The trains do not have handles for 70% of the riders that have to stand, like me. That is unbelievable. That is an easy fix and it hasn't been done. There are places along the way that make everybody almost fall down because of misalignment of tracks and the orange line is newer. The CTA has to put handles in the trains, have fewer pink lines and add more orange lines. I experience the train everyday. Do you ride the train during rush hour? Join me sometime at

9/30/2009



5:00 pm.

Thank you for your time.

Mary Kay Rosado



**Cheever, Kim**

OS #3

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Friday, September 18, 2009 4:35 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Yellow, Red & Orange Line extension

---

From: Jas [jas7456@yahoo.com]  
Sent: Tuesday, September 15, 2009 6:43 PM  
To: Orange Extension  
Subject: Yellow, Red & Orange Line extension

Although the extensions do not directly effect me, I can see where in the future the extension of all three lines may be useful for me. I can see the impact that the extensions would or might have on the neighborhoods and communities they will serve.

I am in favor of the extensions and any and all improvements the CTA is able to accomplish, to better the service.

Jeffrey Schad  
Lakeview neighborhood  
Chicago

9/30/2009



**Cheever, Kim**

OS#4

---

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Friday, September 18, 2009 4:34 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: extension

---

From: Ed Ronczkowski [er62@sbcglobal.net]  
Sent: Tuesday, September 15, 2009 12:20 PM  
To: Orange Extension  
Subject: extension

The extension to Ford City would bring a whole lot of riff-raff to the otherwise calm Orange Line train and I hope it doesn't happen. What should happen is an extension Harlem Ave. THAT would be a much better way to spend the money.

9/30/2009



**Cheever, Kim**

OS#5

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**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Friday, September 18, 2009 4:34 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Extension

---

**From:** Daniel Pogorzelski [typeopogo@hotmail.com]  
**Sent:** Friday, September 11, 2009 12:43 PM  
**To:** Darud Akbar  
**Subject:** Extension

Thank Heavens for expanding the Orange Line! Now if you could only build a station in Chinatown or between 35th and Archer and Western!

Dan

---

Windows Live: Keep your friends up to date with what you do online. [Find out more.](#)

9/30/2009



**Cheever, Kim**

OS#6

---

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Friday, September 18, 2009 4:33 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: attn: Jeffrey Busby

---

**From:** Lillian Johnson [lillian44@sbcglobal.net]  
**Sent:** Wednesday, September 09, 2009 2:31 PM  
**To:** Orange Extension  
**Subject:** attn: Jeffrey Busby

Definitely extend the Orange Line from Midway to Ford City. I had to take three buses to get to Midway this weekend. That's a lot of hassle to deal with on top of other air travel concerns.

Mrs. Johnson

9/30/2009



**Cheever, Kim**

OS#7

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Friday, September 18, 2009 4:33 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: concerning your proposed orange line extension

---

From: Kermit Krueger [kmkrueger@toast.net]  
Sent: Tuesday, September 08, 2009 6:10 PM  
To: Orange Extension  
Subject: concerning your proposed orange line extension

Clearly the extension of the orange line along the Belt Railray right of way would see to be very logical. But what would it do other than to serve a private business and to compete with an already existing bus service (CTA & PACE)?

If, instead of extending the orange line, what if you exitended the green line west along 63rd Street from its present terminal at Ashland about 3/4ths of a mile to the CSXT right of way, then south along that right of way to about 74th Street and then West along the Belt Railway right of way until it reached Daley College (at Pulaski Avenue) and then about a mile or less to Ford City with stops at Marquette Road (& Bell), 74th and Western, 74th and Kedzie, Daley College and Ford City. Yes, it would be longer and it would involve more stops, but I suspect you'd have a lot more business on this route than you ever will with ytour straight shot south from Midway! (And it might help build traffic on a presently under-used line.

I have no vested interest in either route. From my home Pace to the Rock Island or the Red Line, or CTA to the Orange Line are ways I can take. But know how people in this area tend to travel, I think your short-cut parallel to Cicero will be a fiscal burden on the system for decades!

Kermit Krueger.

9/30/2009



**Cheever, Kim**

OS #8

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Friday, September 18, 2009 4:33 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: My Thoughts & Suggestion

---

**From:** P Thomas [PT8831@webtv.net]  
**Sent:** Tuesday, September 08, 2009 4:14 PM  
**To:** Orange Extension  
**Subject:** My Thoughts & Suggestion

I think its nice to think about the extension, but its not very practical, I ride the orange from downtown to either Pulaski or Midway, and catch the 62 or 62 H bus home, and I have to tell you, there barely is room to stand by Roosevelt Rd.

I can't see adding any more people onto this train. If you had an express train to Pulaski and/or Midway, that would be great, that's where the bulk of people would get off anyway. I could see that happening, maybe have it run only at Rush Hours, but to add more people to the already over crowded trains, is just asking for a disaster as far as safety goes, just way, way too many people. Can you imagine winter time where now we are all wearing heavy coats.....

OK, thanks for listening to my suggestion, you all do a great job, both trains and buses, we appreciate you, especially out here in the Garfield Ridge area.

Paula  
Chicago

9/30/2009



**Cheever, Kim**

OS#9

---

**From:** Peters, Melissa [PetersMe@cdm.com]  
**Sent:** Wednesday, September 30, 2009 4:08 PM  
**To:** Cheever, Kim  
**Subject:** FW: Orange Line Extension connecting Midway to Ford City  
**Importance:** High

---

**From:** Orange Extension [mailto:OrangeExtension@transitchicago.com]  
**Sent:** Wednesday, September 30, 2009 10:58 AM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Orange Line Extension connecting Midway to Ford City

---

**From:** Larry Deetjen [ldeetjen@oaklawn-il.gov]  
**Sent:** Tuesday, September 22, 2009 12:01 PM  
**To:** Orange Extension  
**Cc:** Jack Gallagher  
**Subject:** Orange Line Extension connecting Midway to Ford City

Thank you for the opportunity to submit comments regarding this exciting and important project. I wholeheartedly support the extension, however, the design and engineering configuration should be forward enough in thinking to allow the next phase to go straight South on Cicero to Oak Lawn and then on to the Illinois Tollway. We already have lines serving Oak Park and Skokie and I venture to say that the Oak Lawn and Illinois Tollway "connector" has higher population density in the corridor. I also believe that the extension further to the South will have a very positive impact on the corridor economically.

In regards to the environment, certainly the reduction in carbon emissions is quite positive, however, I would design the extension to include a "green belt" and be bicycle/pedestrian friendly by constructing a public parking garage and specific features to serve bicycles. As a METRA customer myself, our Chicago metropolitan transportation system needs to be a leader and proactive in bicycle transportation. Get me downtown and to our wonderful Lake Michigan waterfront by allowing more bicycles on METRA and CTA. Now is your opportunity with this extension to demonstrate to the "world" with the 2016 Olympics just how visionary Chicagoans are! Lets do it! Larry Deetjen

10/1/2009





# Orange Line Extension

Connecting Midway to Ford City

OS-10



The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: \_\_\_\_\_

Organization: \_\_\_\_\_ Title: CMFIC

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (773) 633-4764 E-mail: \_\_\_\_\_



Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

*Facile!*

*†*

*22 Sept '09*

*What I cannot understand is WHY the Orange Line Extension from MDWY to "Ford" City doesn't go directly S/B on Foster Avenue as there is plenty of open space along Foster Avenue from 71<sup>ST</sup> approx to 75<sup>TH</sup> approx.*

*Ditto lots of room for parking as well.*

*as a multi story parking garage could be*

*built much like extal CTA bus at Howard*

*St. 73<sup>RD</sup> St. could be widened to accompany*

*the vehicular traffic off Cicero Street State*

*Road as well.*

*Sainte,*

*Jerry D*

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. **Fax:** (312)681-4297, **Email:** OrangeExtension@transitchicago.com, **Website:** www.transitchicago.com/OrangeEIS, **Customer Information:** 1-888-YOUR-CTA (1-888-968-7282), **Hearing & Speech Impaired:** 1-888-CTA-TTY1 (1-888-282-6891), **Transit Information:** 836-7000 from any local area code **RTA TTY:** 312-836-4949





# Orange Line Extension

Connecting Midway to Ford City

OS-11



The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: PHILIP J. CORRIGAN

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 7807 LAMON AVE.

City: BURBANK State: IL Zip: 60459

Phone: \_\_\_\_\_ E-mail: DRENAUGH@YAHOO.COM

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

PHASE  
WHAT IMPACT DURING CONSTRUCTION STAGE  
WILL AFFECT TRAFFIC ON CICERO AVE.  
WHICH IS REALLY CONGESTED ALREADY.  
"IF ONE LANE IS CLOSED," IT WOULD BE  
HORRENDOUS.

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. **Fax:** (312)681-4297, **Email:** OrangeExtension@transitchicago.com, **Website:** www.transitchicago.com/OrangeEIS, **Customer Information:** 1-888-YOUR-CTA (1-888-968-7282), **Hearing & Speech Impaired:** 1-888-CTA-TTY1 (1-888-282-6891), **Transit Information:** 836-7000 from any local area code **RTA TTY:** 312-836-4949





# Orange Line Extension

Connecting Midway to Ford City

OS-12



The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: George Dimis  
Organization: 35<sup>th</sup> S. OAKLEY Ave block club Title: president  
Address: 3536 S. OAKLEY Ave.  
City: CHICAGO State: IL Zip: 60609  
Phone: 312 402 6823 E-mail: —

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

The extension will help the residents of  
the ARGA Also the suburbs who use it  
to get to work downtown  
From the start in 1993 it was a Great  
IDGA.

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. **Fax:** (312)681-4297, **Email:** OrangeExtension@transitchicago.com, **Website:** www.transitchicago.com/OrangeEIS, **Customer Information:** 1-888-YOUR-CTA (1-888-968-7282), **Hearing & Speech Impaired:** 1-888-CTA-TTY1 (1-888-282-6891), **Transit Information:** 836-7000 from any local area code **RTA TTY:** 312-836-4949





# Orange Line Extension

Connecting Midway to Ford City

OS-13



The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Harry Brooks

Organization: LVBJO Title: Transportation Coordinator

Address: 7818 S South Shore Dr Apt 2A

City: Chicago State: IL Zip: 60649

Phone: 773-231-0608 E-mail: harrybrooks@yahoo.com

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

When extended to Ford City, as was originally intended, there  
should be stations at Marquette, 71st 75th and then Ford City  
because of all the businesses, restaurants and hotels along Cicero St

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. **Fax:** (312)681-4297, **Email:** OrangeExtension@transitchicago.com, **Website:** www.transitchicago.com/OrangeEIS, **Customer Information:** 1-888-YOUR-CTA (1-888-968-7282), **Hearing & Speech Impaired:** 1-888-CTA-TTY1 (1-888-282-6891), **Transit Information:** 836-7000 from any local area code **RTA TTY:** 312-836-4949





# Orange Line Extension

Connecting Midway to Ford City

OS-14



The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: HAROLD T. EVANS JR.

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 4548 W. 66<sup>TH</sup> PL.

City: CHICAGO IL State: IL Zip: 60628

Phone: 773-735-4385 E-mail: BUDUIC @ AOL.COM.

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

I WOULD LIKE A TRAM STOP  
@ 67<sup>TH</sup> ST. FOR THE RESIDENTS,  
HOTELS, & OLD FOLKS HOME.

THANKS

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. **Fax:** (312)681-4297, **Email:** OrangeExtension@transitchicago.com, **Website:** www.transitchicago.com/OrangeEIS, **Customer Information:** 1-888-YOUR-CTA (1-888-968-7282), **Hearing & Speech Impaired:** 1-888-CTA-TTY1 (1-888-282-6891), **Transit Information:** 836-7000 from any local area code **RTA TTY:** 312-836-4949





# Orange Line Extension

Connecting Midway to Ford City

OS-15



The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: MARY CROTTY

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 6325 SO. KNOX

City: CHICAGO State: IL Zip: 60629

Phone: 773-587-3339 E-mail: \_\_\_\_\_

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

I DO NOT WANT THE  
ORANGE LINE IN BACK OF MY HOUSE  
I VOTE NO - DO NOT PUT  
THE ORANGE LINE FROM 63RD & KNOX  
TO 76TH & PULASKI. WE DO NOT NEED IT  
THE ORANGE LINE WILL BE TOO  
NOISY & BRING CRIME.  
I DO NOT WANT THE ORANGE LINE

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. **Fax:** (312)681-4297, **Email:** OrangeExtension@transitchicago.com, **Website:** www.transitchicago.com/OrangeEIS, **Customer Information:** 1-888-YOUR-CTA (1-888-968-7282), **Hearing & Speech Impaired:** 1-888-CTA-TTY1 (1-888-282-6891), **Transit Information:** 836-7000 from any local area code **RTA TTY:** 312-836-4949





# Orange Line Extension

Connecting Midway to Ford City

OS-16



The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: DAN LESSNER

Organization: ALREADY ON LIST Title: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

END STATION SOUNDS LIKE HALF ASSLED  
COMPROMISE. IN MIDDLE OF BEST BUY + WORSE BUY  
PARKING LOTS. HOW WILL THIS STATION CONNECT  
TO FORD CITY? MOVING SIDEWALK TO PEACOCK  
ALLEY? I THOUGHT ONE OF THE TRAIN SIGNS SAID  
'DEAD CITY', NOT 'MIDDLE OF NOWHERE'. WHY NOT  
USE GROUND UNDER 'DEAD MONKEY WARD'S' FOR  
NEW STATION/END TERMINAL? I THINK PEACOCK  
ALLEY ENDS BY THAT FAR 'EAST'. TELL ME  
THERE'S NOT ROOM ENOUGH FOR CRANES + TRUCKS  
INSIDE THAT BUILDING. WHAT ELSE TO DO WITH THAT  
SPACE - BUILD A NEW PONTIAC DEALERSHIP? THE BUS  
TERMINAL/TRAIN REPAIR SHOP COULD REPLACE THAT DEAD  
WARD'S GARAGE. OR DO WE PISS ON FORD CITY - LET IT DIE?

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: OrangeExtension@transitchicago.com, Website: www.transitchicago.com/OrangeEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949



**Cheever, Kim**

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**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Monday, October 12, 2009 4:35 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Illinois State Police concerns

---

From: Anthony\_Lupo@isp.state.il.us [Anthony\_Lupo@isp.state.il.us]  
Sent: Wednesday, October 07, 2009 11:14 AM  
To: Red Extension; Yellow Extension; Orange Extension  
Cc: mark.harmon@chicagopolice.org  
Subject: Illinois State Police concerns

As we discussed in the Scoping meeting on September 23, 2009. Below is details a few concerns we had and would like them looked at during the preliminary phase:

#### FIRST RESPONDERS

Will the construction area be easily accessible for First Responders to respond to any type of emergency? With the tracks being elevated, will there be an easy on/off for personnel?

#### SECURITY

If the Contractor desires additional police officer services of Illinois State Police (ISP), District Chicago, for enforcement, traffic control, and/or security, ISP personnel will, as available, provide police services on a hireback basis. During this time, ISP officers will provide a visible State Police presence, provide general police services and take enforcement action as appropriate in and around the site of the program. We will govern all areas on the expressways or on state owned property. To secure the above, the Contractor would have to sign a binding contract detailing all the specifics with the State of Illinois.

If you should have any questions or need additional information, please do not hesitate to contact me.

Respectfully,

Lieutenant Tony Lupo  
District Chicago  
Administrative Command  
Office 847 294 4655  
Fax 847 294 4440  
Cell 708 932 9347

10/14/2009



**Cheever, Kim**

---

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Monday, October 12, 2009 4:35 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Public input on Extension

---

**From:** Lawrence OConnell [larryandrosa2@sbcglobal.net]  
**Sent:** Wednesday, October 07, 2009 1:16 PM  
**To:** Orange Extension  
**Subject:** Public input on Extension

This extension makes perfect sense and is long overdue. Consider the ample parking Ford City can set aside for riders and the economic impact to the businesses therein profiting from commuters.

Pollution and traffic levels would decrease along the present terminal of the Orange Line not to mention the frayed nerves of the commuters in this bottleneck on Cicero Ave over the Belt Line bridge.

This would also benefit other south Cicero Ave. businesses which the present terminal doesn't have (retail, etc.) would increase there too. This move may also save more vehicular gasoline by not being stalled in traffic and closer to residential areas rather than Midway Airport thus saving some miles there.

I'm offering my comments in response to not being able to attend the community meeting. I hope you will initiate your plan quickly.

Sincerely,  
Larry O'Connell  
3900 W. 65th Street  
Chicago, IL. 60629



OS-19

**Cheever, Kim**

---

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Monday, October 12, 2009 4:36 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW:

---

**From:** Benjamin Cundari [bencundari1990@yahoo.com]  
**Sent:** Thursday, October 08, 2009 9:19 PM  
**To:** Orange Extension  
**Subject:**

my name is ben cundari

i think its a good idea to extend the orange line to fordcity that way people donot have to get off the train and go and wait for the bus to take them to ford city (especially in the winter) (i also think that there should be a stop in between midwayand ford city)

but how are you go to lay the tracks becuase at the end of the station at midway there is 59th street is it going to go under the ground of upabove?



**Cheever, Kim**

OS-20

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Wednesday, October 21, 2009 1:41 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW:

**From:** Koutsis, Stacy [Skoutsis@LewisOverbeck.com]  
**Sent:** Wednesday, October 21, 2009 12:49 PM  
**To:** Orange Extension  
**Subject:**

I think it would be a good idea because it would cut the traffic on Cicero. Plus people they need to get off at Midway will be able to get to the airport with no worries. Another good thing is people traveling into to Chicago can get to their hotels more accessible. I hope this decision will be made soon! It's a very good thing!

Stacy Koutsis

10/26/2009



Orange Line Transcript 09-21-09 Hancock.txt

1 CHICAGO TRANSIT AUTHORITY  
2 PUBLIC HEARING  
3 "ORANGE LINE EXTENSION  
4 CONNECTING MIDWAY TO FORD CITY"  
5 September 21, 2009  
6  
7 STENOGRAPHIC REPORT OF PROCEEDINGS had in  
8 the above-entitled matter held at Hancock College  
9 Preparatory High School, 4034 West 56th Street,  
10 Chicago, Illinois, commencing at 6:50 o'clock p.m.  
11  
12 PRESENTERS:  
13 MR. DARUD AKBAR, Government & Community  
14 Relations Officer, Chicago Transit  
15 Authority  
16 MR. JEFFREY BUSBY, General Manager,  
17 Strategic Planning, Chicago Transit  
18 Authority  
19 MS. SARAH LAYTON WALLACE, Moderator  
20  
21  
22  
23 Reported by: Anna M. Morales, CSR, RMR  
24 License No.: 084-002854

1 (Whereupon, the following  
2 proceedings commenced at  
3 6:50 o'clock p.m.)  
Page 1



4 MR. AKBAR: Good evening, everyone. My name is  
5 Darud Akbar, Government & Community Relations  
6 Officer with the Chicago Transit Authority. I  
7 would like to welcome everyone to the Chicago  
8 Transit Authority's public scoping meeting, public  
9 meeting for the Orange Line Extension Project.

10 I would like to quickly recognize  
11 Jack Gallagher, the Village Engineer of Oak Lawn.  
12 Thank you.

13 I'm going to hand things over now to  
14 Sarah. She's going to give us the agenda for  
15 tonight's meeting.

16 MS. WALLACE: Thank you. Okay. Thanks again  
17 for being here. My name is Sarah Layton Wallace.  
18 I will be moderating the remainder of the meeting.

19 Tonight's agenda, as you see before you,  
20 we just completed the open house portion of the  
21 meeting. We're next going to move to the  
22 presentation. This is the beginning of that.  
23 After I'm done going through the agenda, Jeff Busby  
24 is going to go through and talk a little bit about

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1 the project. And then we'll go into the public  
2 comment section of the meeting tonight. And I will  
3 talk a little bit more right before we go into that  
4 about some of the guidelines to help you with  
5 making your comments, but do be thinking about  
6 filling out speaker cards and getting those into  
7 people who will collect them in the aisles so that



8 we know you want to speak.  
9 I do want to ask, is there anybody here  
10 who would like Spanish translation?  
11 Is there anybody that would like Polish  
12 translation?  
13 We do have that available if anyone is in  
14 need of translation.  
15 Jeff is going to start with the  
16 presentation, and then we'll move into public  
17 comment thereafter.  
18 MR. BUSBY: Hi. I'm Jeff Busby. I'm a planner  
19 with the Chicago Transit Authority. I want to  
20 welcome all of you. Thank you for coming out.  
21 To give you a little background on our  
22 project, we started a study called the Alternatives  
23 Analysis. It's the very first study to look at an  
24 extension of the Orange Line. Back in 2006, we had

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1 a couple of meetings in the community. Most  
2 recently, we recommended a single alternative to be  
3 continued for further evaluation as a fixed  
4 guideway. It's the rail extension we're going to  
5 talk about tonight. We had a pretty extensive  
6 public involvement campaign that included public  
7 meetings, but also we received a lot of comments  
8 from folks over the Internet or by letters.  
9 We're starting tonight the environmental  
10 studies. This very much builds on what we  
11 completed in the Alternatives Analysis. And let me



12 give you a little more information on that.

13 what we're starting tonight is the  
14 preparation of an environmental impact statement.  
15 This is a very important document to comply with  
16 some federal regulations embodied by the National  
17 Environmental Policy Act. The reason that we're  
18 preparing this is to understand the environmental  
19 impacts, evaluate them, both as a result of  
20 constructing the Orange Line, but also the impacts  
21 that result from operations.

22 The reason to pursue this federally  
23 mandated study is that we're seeking federal funds  
24 to pay for portions of the Orange Line Extension.

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1 And, really, we see this document as a tool to help  
2 you and other decision-makers make decisions about  
3 the project, both its positive and negative  
4 environmental impacts.

5 This is a project scheduled for you. This  
6 is really just a target; but, tonight, as I  
7 mentioned, we're starting the environmental work.  
8 We won't have a lot of answers to your questions  
9 tonight because the focus of our efforts over the  
10 next year or more is to study in great detail the  
11 environmental issues that are raised tonight and  
12 others that we're aware of. We hope to share the  
13 result of that in a draft environmental study at  
14 the end of 2010 or early 2011.

15 There are many obstacles to extending the  
Page 4



16 Orange Line, not the least of which is we have to  
17 identify additional funds to continue these  
18 planning studies and engineering design work. We  
19 also have to get federal permission to advance;  
20 but, if both of those things, permission and funds,  
21 were identified, we believe we could start detailed  
22 design after 2011. That would take us to about  
23 2013 to complete the design. At that time, we  
24 would have to have identified all the money to pay

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1 for the extension and we could actually begin  
2 construction in 2013.

3 Again, this is an ambitious schedule, but  
4 we think that we could have the extension open for  
5 revenue service by 2016.

6 A couple of words about the alternatives.  
7 I mentioned that we did an Alternatives Analysis  
8 study which looked at a whole range of different  
9 transit technologies, buses, trains, other forms of  
10 transit, different corridors, different station  
11 locations. We've identified what we call a Locally  
12 Preferred Alternative, which I will talk about in a  
13 minute; and then there are two other alternatives  
14 which are very important to be carried through  
15 because they're federal requirements, but also  
16 because they provide a nice point of comparison for  
17 the environmental studies.

18 So there's a No-Build Alternative and  
19 what's called a Transportation System Management



20 Alternative. This is a lower cost alternative to  
21 the rail line and I'll talk about them in a little  
22 more -- I will give you a little bit more detail on  
23 this.

24 The Locally Preferred Alternative is an

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1 extension of the Orange Line from the existing  
2 Midway Station. It runs 2.3 miles -- would run  
3 2.3 miles south to a station near the Ford City  
4 Mall, about 7600 south. Leaving Midway Airport  
5 station, it is proposed that the line be below the  
6 street level, so it would cross underneath  
7 59th Street. It would be below 63rd Street as well  
8 crossing underneath. It would then start to climb  
9 up and cross over Marquette or 67th over the Belt  
10 Clearing Yard, and then elevated above Cicero  
11 Avenue near the Ford City Mall.

12 We are showing the potential for a station  
13 at 67th or Marquette Road. We are not proposing  
14 that as part of this environmental review, but  
15 there is an opportunity for a station to be built  
16 there in the future if that's desirable.

17 There are a couple of options for a  
18 station to be located near Midway Airport -- I'm  
19 sorry, near Ford City Mall, either on the east side  
20 of Cicero or above Cicero itself.

21 A little bit of background -- am I  
22 supposed to give background on the -- should I  
23 switch to you, Sarah? Okay, I look forward to your



24 comments tonight. Sarah is going to be helping run

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1 the meeting, keeping us on schedule, and I will let  
2 her -- I will turn it over to her at this point.

3 MS. WALLACE: Thank you. I want to give you a  
4 few pointers on your comments. Because the meeting  
5 is about the environmental document that is about  
6 to be developed, these are the areas that you'll  
7 need to focus your comments on tonight: The  
8 purpose and needs for the project; the proposed  
9 alternatives, and these are all things you should  
10 have been able to read about on the board during  
11 the open house; the proposed environmental issues  
12 to be examined; and then the potential  
13 environmental effects and the mitigation measures  
14 to be considered. So these are the topics that you  
15 should focus your comments on tonight.

16 Some guidelines. Again, if you do want to  
17 speak, you need to turn in one of these speaker  
18 cards. Are there others who want to turn in a  
19 speaker card that haven't yet and we can collect  
20 those? I'm going to be calling speakers by name.  
21 I have got these in the order that we've collected  
22 them. When you come up to the standing mic, you  
23 will need to restate your name. That way if I get  
24 it wrong, you will get it right. And then you'll

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1 have three minutes to provide your comments. So if  
2 you feel like your thoughts are going to take more  
3 than three minutes, organize your thoughts to  
4 summarize your comments in the three-minute period,  
5 and then you are welcome to submit written comments  
6 that are more detailed.

7           We've got a light system here. After you  
8 have been talking for -- when you have 30 seconds  
9 left, it will go from green to yellow; and when you  
10 have 15 seconds left, the yellow will begin  
11 flashing. When we hit the red light, that means  
12 your time is up and you need to stop your comments.

13           Tonight is about listening to your  
14 comments. So we're here to hear from you. The  
15 folks from CTA will be here listening to what you  
16 have to say and taking notes, as will others. That  
17 means we're not going to be answering questions  
18 tonight, but all of these comments are going to be  
19 documented in the scoping report. So these are the  
20 guidelines.

21           Let's go ahead and have the first couple  
22 of people get ready. Oh, yes. I should mention,  
23 we do have a court reporter here who is reporting  
24 all of your comments.

1           A VOICE: what paper?

2           MS. WALLACE: Excuse me?

3           A VOICE: what paper?



Orange Line Transcript 09-21-09 Hancock.txt  
MS. WALLACE: There's a speaker comment card.

Do you want to get one of those?

A VOICE: No. I mean, a reporter from where?

MS. WALLACE: Oh, a court reporter is a person who is going to transcribe your comments and then be able to submit those for the record.

A VOICE: I see.

MS. WALLACE: Let's have Ann Ostrowski and Pat Glatz; and the third person to get ready, Harold Evans. If Ann could come up to the microphone and the other two could get ready to comment, please. Are you Ann? Great. Ann?

MS. OSTROWSKI: My question is, the CTA is broke. We talk about the federal government giving us money. We're into a trillion dollar deficit now. It's wonderful that it would go to Ford City, but really you should concern yourself with the airport. The people who come to the airport, when they get onto the train, if these people are going to come in from Ford City, you're going to be sure it's people coming from the suburbs and they're

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going to want to park there and take this bus -- the train. When it gets to Ford City -- I mean, to Midway, it's going to be totally jammed, the people coming in from other stations.

We're supposed to look great for 2016, aren't we? Well, when all these people are coming in, the trains will be jammed. I know I have heard



8 this before that they're going to say, Oh, we'll  
9 put trains on. Yeah. And then they're going to  
10 talk about they can't afford this and they can't  
11 afford that.

12 I don't see where the profit is to spend  
13 -- how much is this all costing us? We haven't  
14 even mentioned money.

15 MS. WALLACE: Thank you for your comment.  
16 Pat Glatz, please. And please do restate your name  
17 for us.

05-22

18 MS. GLATZ: Good evening. My name is  
19 Pat Glatz. My comments have to do more -- mostly  
20 with purpose.

21 I'm a product of the west side and always  
22 lived within walking distance of the Lake Street  
23 El. I was downtown in 20 minutes. When I moved to  
24 the southwest side, it was two hours plus to get to

11

□

1 the Loop. At times, it seemed like the southwest  
2 side was rather disenfranchised.

3 I think that the extension is a wonderful  
4 idea. I think it's a long time coming.

5 My personal concerns have to do with  
6 parking and security, but I think it's -- I think  
7 it's a wonderful plan. Thank you.

8 MS. WALLACE: Harold Evans. Please restate  
9 your name.

05-23

10 MR. EVANS: Hi. My name is Harold Evans. I  
11 would like to address purpose and need also.



Orange Line Transcript 09-21-09 Hancock.txt  
I would like to see us stop at

12  
13 67th Street. Three reasons: One, I live right  
14 around there. I could walk to the train, take the  
15 train to work. There's a lot of students that go  
16 to UIC there. They could take the train downtown,  
17 transfer over to the Pink Line, get to the  
18 different colleges.

19 It would also help -- we have a senior  
20 home at 67th and Cicero. The older folks could  
21 come -- they could come downtown to Millennium Park  
22 and things. We also have a huge number of hotels  
23 at 67th and Cicero. Right now they're depending on  
24 buses to shuttle them over to Midway Airport. This

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1 way, they could just walk to the train any time  
2 they want. They could come downtown. It would be  
3 more money for the city.  
4 Cicero right now, it's like a race course.  
5 It's a six-lane highway. You have all these cars  
6 coming from the south side. If they're going to go  
7 to the Orange Line, they have to drive to Midway,  
8 otherwise they have to continue on going downtown.  
9 This would relieve some of the traffic. So I'm for  
10 it a hundred percent. Thanks.

11 MS. WALLACE: Pat Deskavich and  
12 Michael Koperniak and Philip Corridon.

OS-29

13 MS. DESKAVICH: My name is Pat Deskavich, and  
14 I'm just worried about the impact that it's going  
15 to have on our neighborhood. I'm just right at



Orange Line Transcript 09-21-09 Hancock.txt  
16 61st. This train is going to be in my backyard,  
17 and I don't see a problem with people parking and  
18 taking a train as it is now. I don't believe a lot  
19 of people are going to want to park at Ford City.  
20 But, you know, it's going to be in my backyard, and  
21 it's going to be noisy and vibrate. I'm just  
22 against it.  
23 MS. WALLACE: Michael Koperniak. Please sure  
24 to talk into the mic. Some people are having a

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05-25  
1 hard time hearing.  
2 MR. KOPERNIAK: Sure. My name is  
3 Mike Koperniak, and I'm just speaking as an  
4 occasional Orange Line user and a daily driver on  
5 Cicero Avenue.  
6 First of all, I fully support extending  
7 the Orange Line south. However, I do have concerns  
8 about the traffic and its impacts and alternatives.  
9 Between 67th and 79th, which is one and a half  
10 miles, you have eight signalized intersections in  
11 there, possibly nine, if my memory serves me right.  
12 Less than a quarter mile spacing. Traffic is very  
13 heavy during the day and especially in the a.m. and  
14 p.m. rush hour, we add additional traffic from  
15 parkers from the CTA elevated that's going to add  
16 to the congestion.  
17 There are only three ways in and out of  
18 there: Going north on Cicero, going south on  
19 Cicero, or taking State Road. It's especially bad



Orange Line Transcript 09-21-09 Hancock.txt  
20 there between Christmas and Thanksgiving for the  
21 holiday, the extra traffic in there. Another  
22 thing, the CTA riders will be arriving and leaving  
23 when the rush hour motorists are going there.  
24 If you're going to build it there, you

14

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1 might want to consider, back in the '70s, there was  
2 an overpass bridge over Cicero Avenue where people  
3 in Ford City could drive over the bridge and then  
4 access southbound Cicero without having to go  
5 through the traffic signals.

6 Since I have been living down here  
7 40 years now, if you can extend it, I think the  
8 better alternative would be to go to the shopping  
9 mall at 79th, three blocks south, where it's a lot  
10 less congested, you're waiting on the signals, and  
11 you have four ways to get out of there. You have  
12 east on 79th, west on 79th, north on Cicero or  
13 south on Cicero. I think it's a whole lot better  
14 and it's only three blocks south.

15 And you do have some marginal stores  
16 between 76th and 79th that you could just go right  
17 over the right-of-way or stay on Cicero Avenue  
18 right-of-way and go over those stores if you want  
19 to purchase them. I don't think it would cost that  
20 much, and you could go right into the shopping mall  
21 at 79th Street.

22 That's basically what I have to say. I do  
23 support this idea to extend it. Thank you.



□

1 Isidro Rosado. Philip? Is Phil going to comment?

2 Nancy?

3 MS. DULAJ: Nance.

4 MS. WALLACE: Nance. Okay. Please restate  
5 your name into the mic.

OS-26

6 MS. DULAJ: Sure thing. My name is  
7 Nance Dulaj, and I live in West Lawn at 72nd and  
8 Avers, and I wanted to comment that I like this  
9 plan. It's commercially adaptable, ecologically  
10 feasible, and environmental healthy, and I hope it  
11 never goes east because that's where all the  
12 problems would start.

13 I was against the north/south crosstown  
14 because of many aspects and they would have taken  
15 our homes in West Lawn with the clover leaf. So  
16 that's why I mentioned the not going east.

17 And I wanted to point out that Hurley  
18 School is in the wrong position on your map. It's  
19 east of Pulaski. It's not with Pasteur School.

20 I wondered now how many stops there are  
21 going to be? It sounds as if it's like 63rd and  
22 maybe 67th and then into Ford City and maybe 79th,  
23 and I'm not sure if I'm correct. But I did my  
24 master's on, you know, having some kind of an

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1 extension. We used to have the 162 express coming  
2 from 81st Street all the way downtown which was  
3 wonderful. We could even sleep on it. But I think  
4 that this is very feasible. Thank you.

5 MS. WALLACE: Okay. Isidro Rosado. Again,  
6 restate your name. And then Raymond Williams will  
7 be next, and Harry Brooks.

OS -27

8 MR. ROSADO: Hi, I'm Isidro Rosado. For the  
9 program here, we do have some concerns in our area.

10 I'm right behind the property off 64th and  
11 Knox. One of the questions was, was the Belt Line  
12 going to be staying there? And I think that was  
13 answered. Things about parking areas.

14 Also with respect to safety concerns.  
15 Right now, the property that runs along the  
16 Belt Line itself is all asphalt material, and we  
17 have a lot of cars that are racing along that area  
18 there. The primary concern is drainage. Right now  
19 because of the asphalt that was put there, we get a  
20 lot of run-off into the alleys and also 64th and  
21 65th Street. So we get quite a bit of flooding in  
22 that area, basically almost going into the garages.

23 The thought about parking itself, is there  
24 going to be -- well, with that type of parking, is

17

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1 there also going to be something talked about,  
2 possibly having parking permits being utilized in  
3 our area?

4 when these columns or any type of the  
Page 15



5   overheads are put up, and this is probably further  
6   down the road, how do you prevent people from  
7   hanging out and going through there on 64th Street?  
8   Graffiti issues on the garages similar to some of  
9   the north side area where you have a lot of thru  
10  traffic.

11           with respect to racing down the asphalt,  
12  they're trying to beat the train from 63rd to 67th  
13  Street, potential hazards there.

14           Is there going to be any talk about  
15  beautification of this property or area? This is  
16  from 63rd to 67th, anything that happens beyond  
17  that. I don't know if there's other people that  
18  are concerned about that.

19           At the 63rd Street crosswalk, someone did  
20  mention about a bridge or some -- I think there was  
21  a safety concern about the electrical area. Is  
22  that going to be a dead zone or how is that going  
23  to be accommodated for pedestrians to walk over  
24  these tracks?

18

□

1           Airplane issues, Midway, sound  
2  restrictions, and things of that nature is our  
3  concern also. Thank you for your time and I do  
4  appreciate it. Thank you.

5           MS. WALLACE: Raymond Williams, and then  
6  Harry Brooks, and Peter Sus.

7           MR. WILLIAMS: My name is Raymond Williams and  
8  I'm from Summit. I think that the project is well

05-28



9 intended and it should be. However, this is only a  
10 part of the long-term project which you envisioned  
11 which is to connect the airports, Midway with  
12 O'Hare, and the citizens are being fed piecemeal  
13 the real intent.

14 Now it's my understanding that the train  
15 will come from 95th Street to Kedzie, 87th and  
16 Kedzie or Pulaski, and then it will come to the  
17 Orange Line; thereupon, it will come to Ford City.  
18 At Ford City, it will eventually go to the Toyota  
19 Field via Narragansett and Central.

20 The Continental Can plant has already been  
21 torn down, and there was a meeting that the public  
22 should have been notified of the first of the year.  
23 Oberstar, who is the Chairman of the U.S.  
24 Department of Transportation, was here, and all the

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1 politicians were at Toyota Field. Nobody was told  
2 concerning the overpass. It was in the papers  
3 slightly, but it was very important. Continental  
4 Can was torn down. Thereupon, it will be at Toyota  
5 Field, then Hickory Hills, then Countryside,  
6 LaGrange, the collar communities going to Rosemont,  
7 and a person could be able to get off at Rosemont  
8 and go to the Woodfield Mall in Schaumburg or take  
9 the other train and go to O'Hare Field.

10 That is the real intent of the project,  
11 and Ford City is just only a part.

12 And also with these projects are being



13 constructed, the initial project is okay. However,  
14 they want ancillary projects. Well, you can look  
15 at Pulaski, and the paper has been full of it. You  
16 have a train system and you have housing and a  
17 shopping center. That will be replicated all over  
18 the system. So, therefore, there should be federal  
19 regulations because it's a recipe for disaster.

20 And then also, in Summit, they have  
21 initiated and they have also gotten a weed and seed  
22 grant. And with weed and seed, they have  
23 artificially deemed the middle part of Summit slum  
24 and blight. There is a problem with drugs

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1 intentionally for the property --

2 MS. WALLACE: You need to wrap up.

3 MR. WILLIAMS: You didn't interrupt that last  
4 fellow -- for the property.

5 It is a fiction that there is -- that it  
6 is slum and blight, but what they're doing --

7 MS. WALLACE: Thank you. Were you watching the  
8 light?

9 MR. WILLIAMS: What does the light signify?

10 MS. WALLACE: The three-minute time frame.

11 MR. WILLIAMS: Okay. Well, it's only a part of  
12 a larger program. And you see that the person that  
13 was ahead of me rattled on and on and on, but you  
14 should write your congressman.

15 MS. WALLACE: Thank you.

16 MR. WILLIAMS: They have this set up to steal  
Page 18



17 property. That's what the deal is. I would like  
18 to have that on the public record.

19 MS. WALLACE: Peter Sus, please. Oh, I'm  
20 sorry. Harry Brooks, and then Peter Sus.

05-29

21 MR. BROOKS: Yes. My name is Harry Brooks.

22 Everyone in this room should know that  
23 this train was originally intended to go to  
24 Ford City as I have seen -- I have seen the signs

21

□

1 change. You got a Ford City destination sign on  
2 every train that has the Midway sign. Go past Ford  
3 City between the Loop and Midway. So it should  
4 have been out there in the first place.

5 That being said, when you do build out  
6 there, you should have a stop at Marquette Road,  
7 71st, and 75th because of all the shopping that's  
8 out there. It would be easier for people to get  
9 back and forth to that rather than just have it  
10 stay at Marquette and then all the way out to Ford  
11 City. You need to have at least one of those  
12 stations in between, particularly at 71st Street,  
13 as popular as Target and Wal-Mart are.

14 The only other thing I would like to say,  
15 because -- and I just like to slide this in because  
16 I won't be able to be in Skokie on Wednesday, but  
17 I'm a member of the Illinois Holocaust Museum. So  
18 that train does need to go out to Old Orchard for  
19 the museum which is at 9603 Golf Road.

20 So since the other one was long, I will be



21 short.

22 MS. WALLACE: Peter Sus.

05-30

23 MR. SUS: Hi. Hello. My name is Peter Sus. I  
24 guess the two things I can comment on is the --

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1 first was the proposed alternative. I think  
2 there's probably a lot more effective and  
3 economical ways for the transportation. You are  
4 only increasing the distance a few miles.

5 Then as far as on the environmental  
6 impact, I have been there for 26 years. Before the  
7 Orange Line, we didn't have too many problems, but  
8 now we got a lot of problems with gangs. I'm right  
9 at the back end of the line.

10 You know, I'm kind of really concerned  
11 about the dramatic, I believe, increase in noise.

12 with the gangs right now and plus homeless  
13 people riding trains, I'm always calling the police  
14 to check the homeless people, you know, because  
15 they're sleeping on the street over there because  
16 it's easy for them to ride the train all day and  
17 then lay down.

18 we're talking about getting funding. This  
19 could be millions, billions to extend the train.  
20 How much funding is there going to be for  
21 additional safety for policing of this? Because  
22 you will have a subway. You are going to have one  
23 way for them to get in and another way for them to  
24 get out. I see dramatic safety impacts there.



□

1           I don't know. There's -- I have been  
2 living here for a long time. There wasn't as many  
3 problems as we have now. You know, they're saying  
4 this could be done, but I mean every time you turn  
5 around, parking meters are being sold, Skyway's  
6 sold, Midway Airport is leased. This is going to  
7 be put in and the problems will be dropped on the  
8 people living in the neighborhood. We're going to  
9 be stuck with the problem.

10           I don't see a benefit for such a small  
11 thing. I think there's a lot more economical  
12 alternatives to this thing. You are talking  
13 billions of dollars to do this. Well, maybe not  
14 billions, but pretty close.

15           MS. WALLACE: Thank you. Bob Kristle and  
16 Raymond Williams.

05-31

17           MR. KRISTLE: Hello. My name is Bob Kristle.  
18 I would like to recommend that, in general, I  
19 support this. I think this is a good thing, but I  
20 ride that Midway El every day. I can tell you from  
21 part of experience that during rush hour that El is  
22 packed both ways, packed. You put this in, you're  
23 going to have more people. One of the other  
24 speakers alluded to that.

□



1  
2 the inclusion of more trains and the costs  
3 associated with that. When the Pink Line went in,  
4 the Orange Line suffered. I'm not the only one who  
5 thinks that. I read that in the Trib. I don't  
6 know if it was because of schedules or you took  
7 cars or why it was, but I know that the Orange Line  
8 suffers and still suffers due to the Pink Line.  
9 That's a fact.

10 So this time, maybe we ought to allow for  
11 inclusion of the extra cars and the extra capacity  
12 I know you're going to get.

13 MS. WALLACE: Could you restate your name?

14 MR. KRISTLE: Bob Kristle.

15 MS. WALLACE: Thank you. Raymond Williams?

16 MR. WILLIAMS: I've already spoken.

17 MS. WALLACE: Okay. Do we have any other folks  
18 who want to speak at this time? Is Philip Corridon  
19 here now? Yes. Philip? Okay.

20 What we're going to do is we're going to  
21 be available here to take comment. If any other  
22 individuals come into the meeting prior to  
23 8 o'clock, we're going to be available for that.  
24 You're welcome to go home, to spend time more time

25

□

1 with the boards if you would like.  
2 I do want to say a couple more things.  
3 The scoping comments are due by October 27th. So  
4 if you have more comments you want to make or you



Orange Line Transcript 09-21-09 Hancock.txt  
5 prefer to make your comments in writing, you have  
6 until then. You can put your comments in the box  
7 out in the other room. You're welcome to mail the  
8 comments to this address. You can also e-mail or  
9 fax your comments. So those are all the ways that  
10 you can submit comments.

11 And we encourage you to stay involved by  
12 visiting the web site for regular updates. You can  
13 also join the mailing list, and there's contact  
14 information for Darud to get yourself on the  
15 mailing list if you're interested in being on that.

16 So thank you very much for your input and  
17 participation tonight. Again, we'll remain here  
18 until 8 o'clock if others come and want to comment.

19 (Whereupon, there were no  
20 further speakers.)

21 (Public Hearing adjourned at  
22 8 o'clock p.m.)  
23  
24

26

1 STATE OF ILLINOIS )  
2 ) SS:  
3 COUNTY OF C O O K )  
4

5 ANNA M. MORALES, being first duly sworn,  
6 On oath says that she is a court reporter doing  
7 business in the City of Chicago; and that she  
8 reported in shorthand the proceedings of said



9 Public Hearing, and that the foregoing is a true  
10 and correct transcript of her shorthand notes so  
11 taken as aforesaid, and contains the proceedings  
12 given at said Public Hearing.

13

14

15 \_\_\_\_\_  
Certified Shorthand Reporter

16

17

18

19

20

21

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23

24



OS-32

# **Tootsie Roll Industries, LLC**

7401 SOUTH CICERO AVENUE • CHICAGO, ILLINOIS 60629 • (773) 838-3400  
FAX 773/838-3534

October 27, 2009

Mr. Jeffrey Busby  
General Manager – Strategic Planning  
Chicago Transit Authority  
P.O.Box 7602  
Chicago, IL 60680-7602  
Fax: 312-681-2708

Dear Jeff,

On Monday, September 21, 2009, I attended a meeting hosted by the CTA at Hancock College Preparatory High School, representing Tootsie Roll Industries, LLC., and had the pleasure of meeting you.

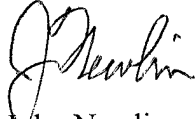
At this meeting we heard, for the very first time, that the CTA has plans to extend the Orange Line to the Ford City Shopping Center, and that they plan to run the line through the front lawn of our Corporation World Headquarters and across our corporate “face” on Cicero Avenue.

We were told that comments were requested in writing.

We question the wisdom and the practicality, and strongly oppose a routing down Cicero Avenue south of 67<sup>th</sup> Street. Assuming that the project can be economically justified, we believe that it makes far more sense for the extension, station and parking lots to be located on Kostner Avenue rather than on Cicero. We have summarized a number of thoughts for your consideration on the attached spreadsheet.

We look forward to working with the CTA and all associated parties in future discussions to arrive at the most sensible approach to maximize the benefits and minimize any negative impacts of the proposed extension.

Regards,



John Newlin  
Vice President – Manufacturing  
Tootsie Roll Industries, LLC  
7401 S. Cicero Avenue  
Chicago, IL 60629  
773-838-3400

enclosures



cc: Ms. Michelle Nolan  
Commissioner& Project Manager Southwest Side  
Department of Community Development  
City of Chicago  
121 N. LaSalle Street  
City Hall, Room 1003  
Chicago, IL 60602

Ms. Judy Jackson  
Assistant Commissioner  
Department of Community Development  
City of Chicago  
121 N. LaSalle Street  
City Hall, Room 1006  
Chicago, IL 60602

Ms. Lenora Daily  
Industrial Director  
Greater Southwest Development Corporation  
2601 W. 63<sup>rd</sup> Street  
Chicago, IL 60629-1619

The Honorable Frank Olivo  
Alderman  
6500 S. Pulaski Avenue  
Chicago, IL 60629



COMPARISON OF POSSIBLE ROUTES FOR ORANGE LINE EXTENSION TO FORD CITY

JN 9/23/09

FACTOR

CICERO

KOSTNER

**TRAFFIC**

Normal days

Heavy all day  
Extremely heavy during rush hours and lunch hours  
Impossible, often grid-locked

Light all the time

Shopping days, especially pre-Christmas

Light all the time

During construction of tracks

Impossible

Minimum impact

Southwest commuters who work in city  
seeking commuter parking at end of  
Orange line

All would drive Cicero Avenue or State Road to  
access Cicero lot at Ford City, adding to the  
traffic lockjam on Cicero.

Some commuter traffic to a Kostner commuter parking  
lot would access it from Pulaski to avoid Cicero  
problems.

**ECONOMIC IMPACT**

Bringing new growth and jobs

Already fully developed, 95% lined with operating  
businesses.

Almost totally undeveloped. Train station would bring  
economic growth to now deserted Kostner Avenue.

Effect on Ford City Mall

Negative impact, taking away their Cicero Avenue  
presence and "front window" for attracting customers  
from passing traffic.

East side of mall is largely deserted. Tenants all  
moved out as customers don't get that far into the  
mall from Cicero Avenue. Train station would give  
the mall a second "front door" and revitalize the east.

Taking the mall's best parking lot on Cicero, and  
hiding the mall from Cicero Avenue with that  
parking lot, cannot be good for the mall.

This would leave the mall with its parking on Cicero.  
Good for the mall.

Effect on City-owned parcel on Cicero  
east side north of 72nd Street, (site of  
unsuccessful ATA and later Menards  
proposed developments).

Elevated tracks and supporting towers down the  
Cicero frontage of the tract would be a huge  
detrant to successful development of the tract  
and the economic benefit it would bring to the area.

Bringing the tracks across the air rights over the  
railroad yards to Kostner Ave. would leave the city  
tract on Cicero frontage just north of 72nd unsullied  
and with maximum value for economic development.



## PROJECT COST

Taking prime developed land could be costly in compensation, time, legal expenses and community good will.

A Kostner Avenue route is largely open and undeveloped, and might be more easily assembled. The length of track from the proposed Marquette Road Station to a Ford City Station on Kostner would be roughly the same, and require roughly the same number of support piers, so the costs should be comparable.

## ASTHETICS

Running an EI across the "front yards" and "store fronts" of fully-developed properties is a real no-no. "Under the EI" is still "Under the EI", no matter how much you "landscape" and "beautify". A pig in a silk dress is still a pig. Visualize if it was coming across your front yard at home (with award-winning artistic pillar designs inspired by Michelangelo and the Botanic Gardens handling the landscaping, of course). Wouldn't you be excited to see that?

Kostner Avenue is largely undeveloped, so you have a lot less property owners negatively impacted.

## PARKING

Commuter parking will come at the expense of mall parking, and vice versa. Both objectives will be compromised.

There is considerable vacant land on Kostner for significant commuter parking, not at the expense of the mall, and all in addition to the mall parking.

## JURISDICTION AND COMPLEXITY

We believe that Cicero Avenue south of the rail yard is both a City street and a State highway, so you have two political jurisdictions and sets of rules and standards to deal with. We also believe the east half of the street is in the City of Chicago, and the west half is in the town of Bedford Park. Two more political entities to deal with. We think that Ford City also is an entity.

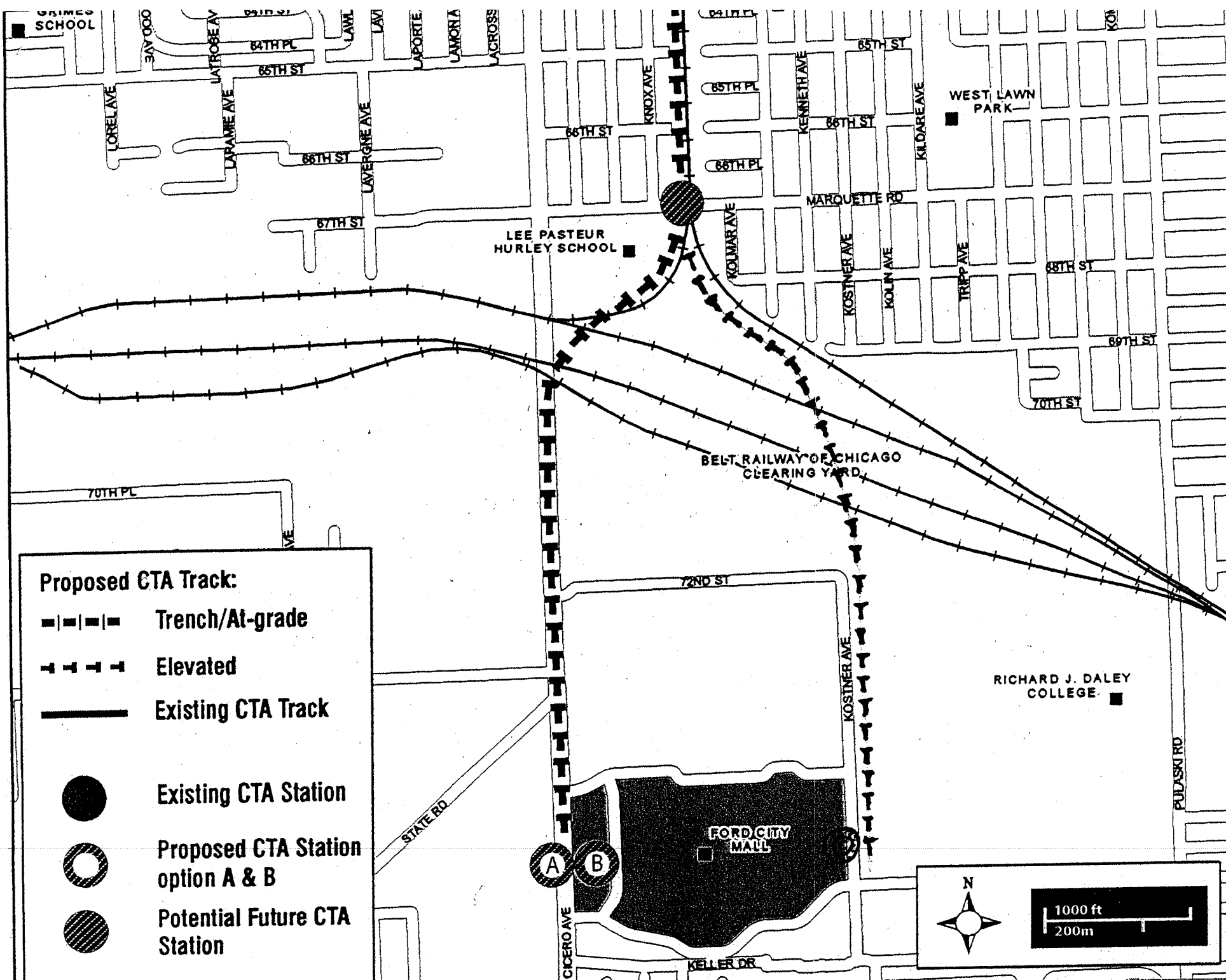
Kostner Avenue is a City street only. One entity to deal with.

## OTHER ADVANTAGES

None come to mind.

A rail station this much closer to Richard J. Daley College would be a boost to its mission, perhaps boosting its admissions by making it more accessible to the economic class without automobiles it strives to elevate.







**Cheever, Kim**

---

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Thursday, October 29, 2009 8:36 AM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW:

---

From: Schneider, Alexandra [ASCHNE11@depaul.edu]  
Sent: Wednesday, October 28, 2009 3:50 PM  
To: Orange Extension  
Subject:

I support the orange line extensions, but not the circle line



**Cheever, Kim**

---

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Thursday, October 29, 2009 8:36 AM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Orange Line EIS scoping comments

---

**From:** David Tomzik [David.Tomzik@Pacebus.com]  
**Sent:** Tuesday, October 27, 2009 9:14 AM  
**To:** Orange Extension  
**Subject:** Orange Line EIS scoping comments

Pace scoping comments regarding CTA Orange Line Extension Environmental Impact Statement

Thank you for the opportunity to review and comment on the scoping of the Environmental Impact Statement for the Orange Line extension. Below are comments regarding the proposed project alternatives and potential environmental impacts relating to the proposed extension between Midway and Ford City.

- Pace supports the rail extension of the Orange Line from the current terminus at Midway Station to Ford City.
- In compliance with the Illinois Auditor General's recommendation to reduce CTA & Pace overlapping service and provide greater suburban market coverage area. Pace proposes to restructure suburban routes which now serve the Midway Orange Line Station to the proposed Orange Line station at Ford City.
- Pace requests participation in the planning development and design of the Ford City terminal. Design should include sufficient bays to accommodate both Pace fixed route and Regional ADA Paratransit services and CTA bus routes. In addition, operator facilities, passenger information as well as bus priority access such as Transit Signal Priority or bus activated signals to allow buses to enter/exit the terminal with minimal congestion.

We look forward to participating in this regional planning process.

David Tomzik  
Manager, Long Range Planning  
Pace Suburban Bus Service  
550 W. Algonquin Road  
Arlington Heights, IL 60005  
847 228-2463  
fax 847 228-2330

[david.tomzik@pacebus.com](mailto:david.tomzik@pacebus.com)



Cheever, Kim

OS-35

---

**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Wednesday, November 04, 2009 4:49 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Orange Line opinion survey

---

**From:** Barbara Barry [unileaf@sbcglobal.net]  
**Sent:** Monday, November 02, 2009 12:45 PM  
**To:** Orange Extension  
**Cc:** Barbara Barry  
**Subject:** Orange Line opinion survey

Dear Mr. Busby,

My apologies for not responding last week. Due to the financial crisis at citimortgage, holder of my mortgage, I spent the entire week trying to repair a mess they created.

I am from the Ashburn neighborhood. I am active with community and church groups. My company has been hired over the past decade to advertise, promote and market the area as a great place to live, work, shop and enjoy all the amenities it offers. My company produced a video designed for e-commerce to reach any and all interested in Ashburn, especially developers. If you'd like to see a copy please let me know and I'll send you a link.

I attended the meeting on September 21st and expressed my 100% support of the Orange Line Extension to Ford City. As a researcher and marketer, I heard from so many prospects that Ashburn was not close enough to the city to be a viable option, especially to young people. Not only does it lack recognition, the perception is that it's an old neighborhood "somewhere near Beverly or Midway."

Although Metra's stations are a great addition. the Orange Line would connect riders to the center of the loop and provide weekend service. My understanding is one of the greatest obstacles outside of financial is the railroad. I hope that can be overcome because connecting to the loop and all parts of the city will benefit everyone. The housing is affordable while not compromising quality.

The most dreadful part is getting there. The expressways help but either you are too far east or too far north to be really beneficial. Western Ave and Kedzie are slow. It was a very poor decision to remove the Damen Bridge at 47th which makes Ashland and Western even more congested.

Please keep me advised to your decisions.

Sincerely,

Barbara E. Barry

sorry spell check isn't working

11/9/2009



**From:** StreetsAndSan [streetsandsan@cityofchicago.org]  
**Sent:** Monday, November 02, 2009 2:41 PM  
**To:** Orange Extension  
**Cc:** Ernst, Jonathan  
**Subject:** Request for Comments -- Department of Streets and Sanitation - Proposed Orange Line Extension

Mr. Jeffrey Busby  
General Manager, Strategic Planning  
Chicago Transit Authority  
[RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com)  
[OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)

Dear Mr. Busby:

I am writing in response to your request for comments regarding the environmental reviews that will take place pertinent to the potential expansions of the Red and Orange Lines of the Chicago Transit Authority.

For both projects, the City of Chicago's Department of Streets and Sanitation (DSS) would like the review committee to consider the following comments and concerns regarding the expansions during the environmental review process:

1. The location of any street lights that will need to be removed or relocated as a result of the new lines;
2. An analysis of the affect these elevated concrete supports will have on street level lighting and any steps that will be taken to supplement street lighting in these areas, i.e. CTA-provided lighting on the underside of the elevated line;
3. The location of any public way trees that will need to be removed as a result of the new lines or the construction activity and a replacement strategy for those lost trees;
4. The level of assistance the CTA expects to request from DSS for services such as street "No Parking" postings and the towing of illegally parked vehicles during the construction phase of these projects;
5. The creation of a rodent abatement plan for the affected land which includes required sign-offs by the DSS's Bureau of Rodent Control prior to construction;
6. A plan for the proper storage, removal and recycling of all construction and demolition debris in accordance with all City of Chicago ordinances; and
7. A commitment to having platform level recycling containers and space at street level for the storage of recyclables prior to being separately collected from the garbage.

Thank you for your consideration of these issues

Sincerely,  
(SIGNED)  
Thomas G. Byrne

Commissioner  
Department of Streets and Sanitation  
TGB:je:lps

[EMAIL/Busby.CTA.email.environmental review](mailto:EMAIL/Busby.CTA.email.environmental%20review)

cc: Jonathan Ernst

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail (or the person responsible for delivering this document to the intended recipient), you are hereby notified that any dissemination, distribution, printing or copying of this e-mail, and any attachment thereto, is strictly prohibited. If you have received this e-mail in error, please respond to the individual sending the message, and permanently delete the original and any copy of any e-mail and printout thereof.





City of Chicago  
Richard M. Daley, Mayor

Department of Environment

Suzanne Malec-McKenna  
Commissioner

Twenty-fifth Floor  
30 North LaSalle Street  
Chicago, Illinois 60602-2575  
(312) 744-7606 (Voice)  
(312) 744-6451 (FAX)  
(312) 744-3586 (TTY)  
<http://www.cityofchicago.org>

October 30, 2009

Mr. Richard L. Rodriguez, President  
Mr. Jeffrey Busby, General Manager, Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602

Dear Messrs. Rodriguez and Busby:

The Department of Environment (DOE) appreciates the opportunity to comment on the proposed extension of the Chicago Transit Authority (CTA) Red and Orange Lines. We are supportive of both projects and the increased service to currently under-supported communities.

Three sections follow; the first is a list that applies to both projects, the second focuses on the Red Line, and the third on the Orange Line.

#### **BOTH PROJECTS**

Please evaluate:

- Recycling opportunities at stations and parking areas
- Alternative energy options including solar, solar thermal, wind and more to provide electricity and heating / cooling where needed
- Opportunities to install solar arrays (on rooftops, large expanses, etc.) to return energy to the grid
- Reduction of light pollution through the use of downward-facing lighting
- Compliance with the city's stormwater ordinance, including using bioswales, rain barrels and other methods to reduce the first flush of water into the sewer system
- Native landscapes requiring little to no irrigation
- Green roofs on any facilities
- Bicycle access and parking
- Permeable paving for the Park-N-Ride areas
- Preferred parking for fuel-efficient vehicles
- Charging stations for electric vehicles
- The City's new Soil and Rubble Reuse Intergovernmental Agreement applicability – extensive reuse of materials during demolition and construction could be possible
- Impacts to wildlife or other important natural resources





**RED LINE**

DOE will be constructing the Ford Calumet Environmental Center, a 38,000 square foot environmental education facility near 130<sup>th</sup> and Torrence in Chicago. We are supportive of a joint Metra / CTA station at 115<sup>th</sup> Street and are very interested in the possibility of an intermodal connection between NicTD/South Shore Line and CTA at 130<sup>th</sup> Street. These joint stations would allow residents from Indiana and the suburbs to easily gain access to our Center. We would also invite discussion around a bus turnaround at the Center for the 130<sup>th</sup> and Torrence buses or other buses with similar routes.

**ORANGE LINE**

Of particular concern to DOE are issues relating to neighborhood compatibility and environmental justice, primarily in relation to historical and/or privately owned parcels that may need to be acquired for the project. DOE would also be interested in a detailed evaluation of noise and vibration, including additive effects associated with Midway airport operations, to determine how such issues will affect neighboring properties.

We offer our support and assistance with any of our comments as appropriate. Thank you for the opportunity to comment on these important projects.

Sincerely,

A handwritten signature in black ink, appearing to read 'Suzanne Malec-McKenna', with a long horizontal flourish extending to the right.

Suzanne Malec-McKenna  
Commissioner

cc: Nicole Kamins  
Kevin Laberge

SMM/NRWQ/nlk





Little Village Environmental Justice Organization  
La Organización de Justicia Ambiental de la Villita



October 27, 2009

Jeffrey Busby  
General Manager, Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, Illinois 60680-7602

Cc: Richard L. Rodriguez, CTA President; Terry Peterson, CTA Board Chairman; Stephen Schlickman, RTA Executive Director; Peter M. Rogoff, FTA Administrator; John Paul Jones, Developing Communities Project.

RE: CTA Alternatives Analysis Projects: Red Line Extension, Orange Line Extension, Yellow Line Extension.

Dear Mr. Busby:

This letter is regarding CTA's Alternatives Analysis Projects: Red Line Extension, Orange Line Extension, and Yellow Line Extension.

### **Red Line Extension**

The Little Village Environmental Justice Organization (LVEJO) supports the CTA's Red Line Extension to 130<sup>th</sup> Street along the UPRR route. We support the efforts of the Developing Communities Project (DCP) to extend rapid transit to underserved areas in the African-American communities of the South Side. Once the CTA demonstrates sufficient progress toward bringing the existing rail and bus system into a State of Good Repair (SGR) and sufficient progress on maintaining, enhancing, and expanding the bus system, this project needs to moved forward with the utmost urgency. Originally proposed for completion in 1970, we believe that the Red Line Extension to 130<sup>th</sup> Street should be CTA's first capital expansion priority for the El. It must take priority over the CTA Circle Line and the Metra Star Line in order to remedy the systemic and institutional racial discrimination created by unequal access to rapid transit on Chicago's South Side and South Suburbs. This project would greatly reduce the travel times of transit riders traveling between Chicago's far South Side and Downtown Chicago, providing significant economic benefits to riders and the regional economy.

### **Orange Line Extension**

LVEJO supports the CTA's Orange Line Extension Project. CTA should build the Orange Line Extension as part of the Mid-City Transitway (Cicero Beltway Railroad). Additionally, CTA should evaluate a potential station at 72<sup>nd</sup> and Cicero to provide access to Walmart and other work/shopping destinations.

### **Yellow Line Extension**

LVEJO believes that the Yellow Line Extension should be given lower priority, under the Red and Orange Line Extension. CTA should study how this project could be integrated into the Mid-City Transitway as per previous studies commissioned by the Chicago Department of Transportation (CDOT). Given the large number of complaints from local residents, CTA needs



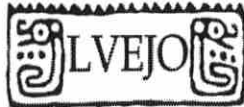
to modify the Locally Preferred Alternative (LPA) to accommodate the needs of those raising objections to the project. If the LPA cannot be modified to satisfy these objections, then the project should be cancelled.

Additionally, all new CTA capital construction projects should meet or exceed federal Title VI Disadvantaged Business Enterprise (DBE) requirements. They should also work to provide jobs to low income community members from the surrounding area.

Sincerely,

*Michael Pitula*

Community Organizer – Public Transit



2856 S. Millard Avenue Chicago, IL 60623-4550  
Tele: (773) 762-6991 Fax: (773) 762-6993  
Email: [publictransit@lvejo.org](mailto:publictransit@lvejo.org) – Web: [www.lvejo.org](http://www.lvejo.org)





# Orange Line Extension

Connecting Midway to Ford City

OS-39



The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: Raymond Williams

Organization: \_\_\_\_\_

Title: \_\_\_\_\_

Address: 7530 WEST 63rd PLACE

City: Summit

State: Illinois Zip: 60501

Phone: 708-458-1958

E-mail: \_\_\_\_\_

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

The Orange Line Extension connecting Midway + Ford City, is all part of a larger plan. That plan is to connect Midway to O'Hare Field. Its code name is the STAR Line, which will C.T.A rail systems to existing Metra railways. Hypothetically the system would start out at 95<sup>th</sup> & State - To 87<sup>th</sup> & Kedzie or PULASKI - To Mid Airport - To - Ford City - To Toyota - Field... Bridgeview To collar communities - Ending up at Rosemont. Commuters could then board a train for O'Hare - Field or the Woodfield mall. The Public is being given information on a piece meal agenda!

Ultimately, this extension line will affect ancillary property values, bordering the proposed areas. Already the model can be seen on the Orange Line. They

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: [OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com), Website: [www.transitchicago.com/OrangeEIS](http://www.transitchicago.com/OrangeEIS), Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from an local area code RTA TTY: 312-836-4949



is the rail system <sup>(2)</sup> next to housing and a strip-shopping mall. The shopping mall was achieved by condemnation. Recently, the news media has exposed Alderman Burke, spending city money to secure his personal housing.

Earlier this year Steven Landeck, mayor of Bridgeview hosted a luncheon for Congressman James Oberstar at Toyota Stadium. This event was under the sponsorship of local congressman Daniel Lipinski. All of the local politicians were in attendance, and <sup>were</sup> served a salmon lunch. Chicago Alderwoman Lola Lane was there from the 18<sup>th</sup> Ward - 87<sup>th</sup> Kedzie & Pulaski, and also retired mayor Charles Ploszek of Bedford Park. The village recently installed a new security fence, to protect itself, from the coming comm traffic.

Congressman James Oberstar chairs the Congressional Transportation Committee. His visit was in connection with the Central & Nargansett transit connection. This will alleviate traffic congestion and connect the C.T.A rail system to existing Metra Lines. This will extend the line to Bridgeview.

Conversely, as 2009 ends the area has seen a marked increase of Federal Grants

#### Summit

1. A weed & seed program - Begotten by artificially deeming the affected area, however in reality blighted by parking & drugs. The local paper wrote weed & feed!

2. A senior housing unit owned by the county of Cook, but managed by a none profit corporation - Turnstone Development. Achieved by the intentional obsolescent of Allison Homes, as the buildings had termites.



3. The administrator <sup>③</sup> of the project, Elzie Higgenbottom is both the civilian head of Cook-County's Housing Department, and also an executive of Turnstone Development.
4. The former residents of Allison Homes have been told that their civil Rights have been violated. As fate would have it, some children perished in a fire, allegedly caused by this ~~obsolescent~~. Incidentally, Mr. Louis ~~the~~ former head of Cook County's Department of Housing signed off on the demolition project. He is from Rockford where they have a Weed & Seed Program.
5. Summit's TIF Attorney Vincent Cainker when asked if he would be involved financing the project said: He didn't know. Currently T.I.F money has been used to purchase and demolish A frame Apartment building in the area. Mr. Cainker is involved with New-City-Bank.

In conclusion these activities have gone unabated. There is need for governmental supervision. Primitive Psychology has been employed in the minority communities. To secure Weed & Seed funding the area has been deemed slum & Blighted. Also the demolition of Public Housing which was let obsolete intentionally, and the allowance of open drug markets.

Raymond Willi



## **Appendix M – Agency Scoping Comments**





City of Chicago  
Richard M. Daley, Mayor

Department of Environment

Suzanne Malec-McKenna  
Commissioner

Twenty-fifth Floor  
30 North LaSalle Street  
Chicago, Illinois 60602-2575  
(312) 744-7606 (Voice)  
(312) 744-6451 (FAX)  
(312) 744-3586 (TTY)  
<http://www.cityofchicago.org>

October 30, 2009

Mr. Richard L. Rodriguez, President  
Mr. Jeffrey Busby, General Manager, Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602

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We offer our support and assistance with any of our comments as appropriate. Thank you for the opportunity to comment on these important projects.

Sincerely,

A handwritten signature in black ink, appearing to read 'Suzanne Malec-McKenna', with a long horizontal line extending to the right.

Suzanne Malec-McKenna  
Commissioner

cc: Nicole Kamins  
Kevin Laberge

SMM/NRWQ/nlk





City of Chicago  
Richard M. Daley, Mayor

Department of Environment

Suzanne Malec-McKenna  
Commissioner

Twenty-fifth Floor  
30 North LaSalle Street  
Chicago, Illinois 60602-2575  
(312) 744-7606 (Voice)  
(312) 744-6451 (FAX)  
(312) 744-3586 (TTY)  
<http://www.cityofchicago.org>

September 30, 2009

Jeffrey Busby  
Chicago Transit Authority  
Strategic Planning  
567 W. Lake St.  
Chicago, Illinois 60661-1498

Re: CTA Orange Line Extension – Participating Agency Request

Dear Mr. Busby,

This letter is to notify your office that the Chicago Department of Environment (DOE) elects to become a participating agency in the environmental review process for the CTA Orange Line Extension. Of particular concern to DOE are issues relating to wildlife and ecosystems, energy use, land use, natural resources, neighborhood compatibility and environmental justice, and noise and vibration.

Thank you for the opportunity to participate in the environmental review process. If you should have any questions or wish to schedule upcoming coordination meetings, please call me at (312) 742-0463.

Sincerely,

Kevin M. Laberge, P.E.  
Environmental Engineer III

cc: Kimberly Worthington, P.E., DOE

KML/UMBR/kml





## Cheever, Kim

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**From:** Peters, Melissa [PetersMe@cdm.com]  
**Sent:** Tuesday, October 06, 2009 8:21 AM  
**To:** Cheever, Kim  
**Subject:** FW: Attn ; Jeff Busby  
**Attachments:** cta expansion.doc

Note that this is an agency comment.

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**From:** Orange Extension [mailto:OrangeExtension@transitchicago.com]  
**Sent:** Monday, October 05, 2009 4:45 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Attn ; Jeff Busby

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**From:** Harmon, Mark A. [Mark.Harmon@chicagopolice.org]  
**Sent:** Monday, October 05, 2009 9:18 AM  
**To:** 'redextension@transitchicago.om'  
**Cc:** Orange Extension  
**Subject:** Attn ; Jeff Busby

Sorry for the delay

Lt Mark Harmon

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10/8/2009



**BUREAU OF PATROL**

**1 October 2009**

**TO:** Jeffrey Busby  
General Manager  
Strategic Planning  
Chicago Transit Authority

**FROM:** Mark Harmon  
Commanding Officer  
Bureau of Patrol Administration

**SUBJECT: CTA Extension Projects**

Bureau of Patrol is listing the following concerns/issues to be addressed in regards to the Red and Orange line extension projects:

- Federal funding for an overtime initiative similar to the Dan Ryan extension project. Overall security for the project will over burden regular patrol duties. Site and personnel security should be covered separately from day to day operations.
- Remote and somewhat concealed access points and locations pose security issues.
- Additional traffic issues need to be addressed with proposed right of way going to CTA. There will also be additional vehicles being utilized to begin the shuttle service to proposed new destinations.
- More Chicago Police Department members will need to be rail certified with the proximity of the rail system to the designated patrol areas.
- Proposed expansion of the 95<sup>th</sup> St terminal poses many traffic and security issues. Currently the terminal is one of the busiest rail locations for police service. This would be greatly affected by reduced parking and increased foot and vehicular traffic.



**From:** StreetsAndSan [streetsandsan@cityofchicago.org]  
**Sent:** Monday, November 02, 2009 2:41 PM  
**To:** Orange Extension  
**Cc:** Ernst, Jonathan  
**Subject:** Request for Comments -- Department of Streets and Sanitation - Proposed Orange Line Extension

Mr. Jeffrey Busby  
General Manager, Strategic Planning  
Chicago Transit Authority  
[RedExtension@transitchicago.com](mailto:RedExtension@transitchicago.com)  
[OrangeExtension@transitchicago.com](mailto:OrangeExtension@transitchicago.com)

Dear Mr. Busby:

I am writing in response to your request for comments regarding the environmental reviews that will take place pertinent to the potential expansions of the Red and Orange Lines of the Chicago Transit Authority.

For both projects, the City of Chicago's Department of Streets and Sanitation (DSS) would like the review committee to consider the following comments and concerns regarding the expansions during the environmental review process:

1. The location of any street lights that will need to be removed or relocated as a result of the new lines;
2. An analysis of the affect these elevated concrete supports will have on street level lighting and any steps that will be taken to supplement street lighting in these areas, i.e. CTA-provided lighting on the underside of the elevated line;
3. The location of any public way trees that will need to be removed as a result of the new lines or the construction activity and a replacement strategy for those lost trees;
4. The level of assistance the CTA expects to request from DSS for services such as street "No Parking" postings and the towing of illegally parked vehicles during the construction phase of these projects;
5. The creation of a rodent abatement plan for the affected land which includes required sign-offs by the DSS's Bureau of Rodent Control prior to construction;
6. A plan for the proper storage, removal and recycling of all construction and demolition debris in accordance with all City of Chicago ordinances; and
7. A commitment to having platform level recycling containers and space at street level for the storage of recyclables prior to being separately collected from the garbage.

Thank you for your consideration of these issues

Sincerely,  
(SIGNED)  
Thomas G. Byrne

Commissioner  
Department of Streets and Sanitation  
TGB:je:lps

[EMAIL/Busby.CTA.email.environmental review](mailto:EMAIL/Busby.CTA.email.environmental%20review)

cc: Jonathan Ernst

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# ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276 • (217) 782-2829  
James R. Thompson Center, 100 West Randolph, Suite 11-300, Chicago, IL 60601 • (312) 814-6026

PAT QUINN, GOVERNOR

DOUGLAS P. SCOTT, DIRECTOR

217-782-0547

September 28, 2009

Mr. John Paquet  
Vice President  
Planning and Development  
Chicago Transit Authority  
567 West Lake Street  
Chicago, IL 60661-1498

Dear Mr. Paquet:

We have reviewed the information concerning an Environmental Impact Statement project for the proposed Orange Line Extension to serve from the existing Midway Station to the new terminal station at Ford City.

The Agency has no objections to the project; however a construction site activity stormwater NPDES permit will be required from the Division of Water Pollution Control. Also, please contact The U. S. Army Corps of Engineers for any permit requirements if there are any stream crossings that require dredge and fill activities in the waterway.

If you have need for an Environmental Review in the future, please submit your information to:  
Illinois Environmental Protection Agency, Deputy Director's Office/MC #1,  
PO Box 19276, Springfield, Illinois 62794-9276, **ATTN: DiAnne Schuerman**

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Bonnett", written over a horizontal line.

Lisa Bonnett  
Acting Deputy Director

Rockford • 4302 N. Main St., Rockford, IL 61103 • (815) 987-7760

Elgin • 595 S. State, Elgin, IL 60123 • (847) 608-3131

Bureau of Land — Peoria • 7620 N. University St., Peoria, IL 61614 • (309) 693-5462

Collinsville • 2009 Mall Street, Collinsville, IL 62234 • (618) 346-5120

Des Plaines • 9511 W. Harrison St., Des Plaines, IL 60016 • (847) 294-4000

Peoria • 5415 N. University St., Peoria, IL 61614 • (309) 693-5463

Champaign • 2125 S. First St., Champaign, IL 61820 • (217) 278-5800

Marion • 2309 W. Main St., Suite 116, Marion, IL 62959 • (618) 993-7200



**Cheever, Kim**

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**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Monday, October 12, 2009 4:35 PM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Illinois State Police concerns

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From: Anthony\_Lupo@isp.state.il.us [Anthony\_Lupo@isp.state.il.us]  
Sent: Wednesday, October 07, 2009 11:14 AM  
To: Red Extension; Yellow Extension; Orange Extension  
Cc: mark.harmon@chicagopolice.org  
Subject: Illinois State Police concerns

As we discussed in the Scoping meeting on September 23, 2009. Below is details a few concerns we had and would like them looked at during the preliminary phase:

#### FIRST RESPONDERS

Will the construction area be easily accessible for First Responders to respond to any type of emergency? With the tracks being elevated, will there be an easy on/off for personnel?

#### SECURITY

If the Contractor desires additional police officer services of Illinois State Police (ISP), District Chicago, for enforcement, traffic control, and/or security, ISP personnel will, as available, provide police services on a hireback basis. During this time, ISP officers will provide a visible State Police presence, provide general police services and take enforcement action as appropriate in and around the site of the program. We will govern all areas on the expressways or on state owned property. To secure the above, the Contractor would have to sign a binding contract detailing all the specifics with the State of Illinois.

If you should have any questions or need additional information, please do not hesitate to contact me.

Respectfully,

Lieutenant Tony Lupo  
District Chicago  
Administrative Command  
Office 847 294 4655  
Fax 847 294 4440  
Cell 708 932 9347

10/14/2009



**Cheever, Kim**

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**From:** Orange Extension [OrangeExtension@transitchicago.com]  
**Sent:** Thursday, October 29, 2009 8:36 AM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Orange Line EIS scoping comments

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**From:** David Tomzik [David.Tomzik@Pacebus.com]  
**Sent:** Tuesday, October 27, 2009 9:14 AM  
**To:** Orange Extension  
**Subject:** Orange Line EIS scoping comments

Pace scoping comments regarding CTA Orange Line Extension Environmental Impact Statement

Thank you for the opportunity to review and comment on the scoping of the Environmental Impact Statement for the Orange Line extension. Below are comments regarding the proposed project alternatives and potential environmental impacts relating to the proposed extension between Midway and Ford City.

- Pace supports the rail extension of the Orange Line from the current terminus at Midway Station to Ford City.
- In compliance with the Illinois Auditor General's recommendation to reduce CTA & Pace overlapping service and provide greater suburban market coverage area. Pace proposes to restructure suburban routes which now serve the Midway Orange Line Station to the proposed Orange Line station at Ford City.
- Pace requests participation in the planning development and design of the Ford City terminal. Design should include sufficient bays to accommodate both Pace fixed route and Regional ADA Paratransit services and CTA bus routes. In addition, operator facilities, passenger information as well as bus priority access such as Transit Signal Priority or bus activated signals to allow buses to enter/exit the terminal with minimal congestion.

We look forward to participating in this regional planning process.

David Tomzik  
Manager, Long Range Planning  
Pace Suburban Bus Service  
550 W. Algonquin Road  
Arlington Heights, IL 60005  
847 228-2463  
fax 847 228-2330

[david.tomzik@pacebus.com](mailto:david.tomzik@pacebus.com)





# VILLAGE OF BRIDGEVIEW

7500 SOUTH OKETO AVENUE  
BRIDGEVIEW, ILLINOIS 60455  
708-594-2525

VILLAGE PRESIDENT

STEVEN M. LANDEK

CLERK

JOHN C. ALTAR

TRUSTEES

MICHAEL J. PTICEK

MARY M. SUTTON

CLAUDETTE STRUZIŁ

NORMA J. PINION

JAMES A. CECOTT

PATRICIA A. HIGGINSON

September 29, 2009

John Paquet

CTA

Vice President

Planning and Development

P.O. Box 7602

Chicago, IL 60680-7602

Dear Mr. Paquet,

On behalf of the Village of Bridgeview, TOYOTA PARK and the Chicago Fire, we'd like to congratulate the Chicago Transit Authority board and staff on receiving final approval of the Orange Line extension. It represents a major step forward in the expansion of regional transportation and economic development for citizens throughout the Chicagoland area.

We are strong supporters of this expansion and equally strong supporters of continued expansion of the Orange Line and other modes of transportation into the greater Chicago southwest region. Both the Village and the Fire welcome the opportunity to work with you on this process moving forward as you continue to expand service into this region.

We accept your agency's invitation to serve as a participating agency in the environmental review process of the proposed Orange Line Extension project and look forward to being active participants.

The Chicago Fire and its stadium management affiliate, Chicago Stadium Management, host more than 500,000 customers annually at TOYOTA PARK. Outside of being home to the Chicago Fire, TOYOTA PARK is a new, state of the art soccer-first stadium that also hosts numerous other sporting events (from rugby to Friday night high school football), concerts (including Jimmy Buffett and Phish) and special events (from the Southwest Regional Mayors Conference to fundraisers). We also expect TOYOTA PARK to be used as an Olympic venue should Chicago become the 2016 Host City. To ensure that TOYOTA PARK continues to thrive as a driving economic force in the region, we need to offer our customers new transportation options aside from those that currently exist, which are limited. That is why we support the continued expansion of the Orange Line to TOYOTA PARK – a destination point that we believe will not only benefit our half million customers, but the region's economic prosperity.

In the meantime, we plan to advocate for the creation of a park and ride that the Village and surrounding communities can use moving forward. This will enable our customers to have easier access to the stadium and area businesses. We also urge the board to consider the creation of an express lane to TOYOTA PARK, which will greatly expand and streamline service to and from the stadium. Currently, the existing PACE service simply does not meet the demand, resulting in significant delays to the stadium where fans arrive late for games and events. Ultimately, we hope to have the Orange Line expanded to TOYOTA PARK itself.

Thank you again for the opportunity to serve in this process and for considering the public transportation needs of our region.

Sincerely,

Mayor Steven Landek  
Village of Bridgeview

Dave Greeley  
President, Chicago Fire Soccer Club

cc: Jeffery Busby (CTA), Becky Carroll (Chicago Fire Soccer)

A WELL BALANCED COMMUNITY



**Cheever, Kim**

OS#9

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**From:** Peters, Melissa [PetersMe@cdm.com]  
**Sent:** Wednesday, September 30, 2009 4:08 PM  
**To:** Cheever, Kim  
**Subject:** FW: Orange Line Extension connecting Midway to Ford City  
**Importance:** High

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**From:** Orange Extension [mailto:OrangeExtension@transitchicago.com]  
**Sent:** Wednesday, September 30, 2009 10:58 AM  
**To:** Peters, Melissa  
**Cc:** Kornblatt, Helene B.  
**Subject:** FW: Orange Line Extension connecting Midway to Ford City

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**From:** Larry Deetjen [ldeetjen@oaklawn-il.gov]  
**Sent:** Tuesday, September 22, 2009 12:01 PM  
**To:** Orange Extension  
**Cc:** Jack Gallagher  
**Subject:** Orange Line Extension connecting Midway to Ford City

Thank you for the opportunity to submit comments regarding this exciting and important project. I wholeheartedly support the extension, however, the design and engineering configuration should be forward enough in thinking to allow the next phase to go straight South on Cicero to Oak Lawn and then on to the Illinois Tollway. We already have lines serving Oak Park and Skokie and I venture to say that the Oak Lawn and Illinois Tollway "connector" has higher population density in the corridor. I also believe that the extension further to the South will have a very positive impact on the corridor economically.

In regards to the environment, certainly the reduction in carbon emissions is quite positive, however, I would design the extension to include a "green belt" and be bicycle/pedestrian friendly by constructing a public parking garage and specific features to serve bicycles. As a METRA customer myself, our Chicago metropolitan transportation system needs to be a leader and proactive in bicycle transportation. Get me downtown and to our wonderful Lake Michigan waterfront by allowing more bicycles on METRA and CTA. Now is your opportunity with this extension to demonstrate to the "world" with the 2016 Olympics just how visionary Chicagoans are! Lets do it! Larry Deetjen

10/1/2009